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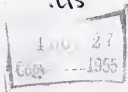
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Office of the Chief of Naval Operations
Naval History Division (OP-29)
Ships' Histories Section

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HISTORY OF USS MOUNTRAIL (APA-213)

An attack transport built in 1944, the USS MOUNTRAIL (APA-213) has transported personnel ranging from combat-equipped soldiers and Marines to refugees fleeing before the Communists of Vietnam in Indo-China, during her six years of active service in the U. S. Navy. She was in the Pacific Reserve Fleet from 1946 to 1950.

Her construction began at the Permanente Metals Corp., Richmond, California, late in 1944 as MCV Hull No. 561, and on 20 September 1944 she was launched. Her name honors a county in North Dakota. The vessel was turned over by the Maritime Commission on a bareboat charter basis to the U. S. Navy on 16 November 1944 and that same day was commissioned under the command of CDR R. R. Stevens, USNR.

Following shakedown training and a repair period, the MOUNTRAIL arrived in Seattle, Washington the first week in January 1945, and by the 10th of the month her first load of troops were aboard as she sailed for the western Pacific. Nine days later she was docked at Honolulu and the passengers were disembarked.

By January 30th the ship was once again loaded to capacity with troops and she was underway for Eniwetok where she anchored on 7 February. Six days later she was part of a convoy headed for Ulithi, where, after a brief stopover, she continued on to Leyte Gulf where the hook was dropped on 21 February 1945.

While she was swinging with the tide the MOUNTRAIL underwent her first air attack. However, none of the enemy aircraft closed the APA, and her guns were never called upon. Various units of the 77th Army Infantry Division and their cargo were then taken on board and by March 13th the MOUNTRAIL was back at sea, headed for Cabugan Chico and Cabugan Grande Islands in southern Leyte where practice landings were made. After the exercises were completed, the MOUNTRAIL stopped at San Pedro Bay, and on March 21st, was underway with a convoy bound for the invasion of Okinawa.

Upon arrival off Kerama Retto on 26 March, the MOUNTRAIL sent troops and equipment into the shore daily, and then at night retired. This type of operations lasted until April 26th. However, during the interval, the gunners on board the MOUNTRAIL were constantly at their guns to beat off Kamikazi attacks. At 1840 on 2 April while the APA was retiring to deep water with TRANSON 17, a large group of enemy planes appeared over Okinawa and headed in the direction of the transports.

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HISTORY OF USS APACHE (ATF 67)

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They're squat little ships, lacking the glamor, speed and sleekness of the battleship, cruiser or destroyer, but they are industrious, sturdy and essential. Their work is never done. They salvage, tow, haul, rescue, and when the occasion demands fight.

This is the nature of the front-line tugs, vessels that perform their work quickly, and effeciently. More often than not, under extreme duress. A vessel that falls in this category is the USS APACHE (ATF 67).

Third vessel to perpetuate the name, the APACHE was built by the Charleston Ship Building and Dry Dock Company, Charleston, South Carolina. Her keel was laid on 8 November 1941 and she slid down the ways on 6 May 1942, sponsored by Mrs. G. E. Baker. Seven months later, on 12 December, the USS APACHE was placed in commission under the command of Lieutenant (junior grade) C. S. Horner, USN. Commissioning ceremonies took place at pier 319, U.S. Navy Yard, Charleston, South Carolina.

The first Navy ship to bear the name of the Indian Tribe that inhabits New Mexico, Texas, Arizona and the northern part of Mexico was the former S.S. J.D. Jones, purchased from the Merritt and Chapman Wrecking Company at a cost of \$54,510 on 24 May 1898. Upon her acquisition, the Navy renamed the tug APACHE and placed her in commission on 11 June 1898 under the command of Lieutenant Edwin Geer, USN.

During the Spanish American War, the USS APACHE operated along the east coast from Florida to Norfolk, Virginia. With the end of hostilities she was assigned to the THIRD Naval District and operated within that District. On 11 April 1918 her name was changed to USS ASPINET. In 1920, with a change in classification, the name was dropped and she was redesignated the YF 176. Five years later her services with the U.S. Navy were ended when she was sold on 29 September 1925.

For her services with the U.S. Navy, the APACHE was awarded the Spanish Campaign Medal and the World War I Victory Medal.

Second in the APACHE lineage of vessels was the USS APACHE (S.P. 729). She was purchased from her owner, Mr. R. F. Herrick on 23 May 1917 and was commissioned on 7 July 1917. During her tenure of duty with the Navy the vessel operated with the FIRST Naval District. She was transferred to the Treasury Department for duty with the U.S. Coast Guard on 22 November 1919, having earned the World War I Victory Medal.

During World War I, another ship named APACHE was in the U.S. Navy. However, this ship was the U.S. Coast Guard Cutter APACHE which remained under Coast Guard jurisdiction while on duty with the U.S. Navy. She came under Navy authority on 6 April 1917 and was returned to the Treasury Department on 28 August 1919 after earning the World War I Victory Medal with a Patrol Clasp for duty between 4 June 1918 and 11 November 1918.

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SHIPS NAMED "SARATOGA"

On 17 October 1777 at Saratoga, New York, General Burgoyne surrendered his army to the Continental forces under General Gates. This dramatic event completed one of the truly decisive victories in the American Revolution, for it led directly to French recognition and an alliance with the United States which brought financial aid and sea power to the cause of American independence. The capture of Burgoyne's army was made possible by a small squadron of vessels on Lake Champlain in 1776, which, in defeat, had so delayed the invasion that the British army withdrew to winter quarters in Canada. Making full use of this breathing spell, General Washington and the Continental Congress assembled the force which was victorious at Saratoga.

To commemorate this historic battle a total of six United States naval vessels have been named SARATOGA. In addition, two Revolutionary War Privateers, one in the War of 1812, and many merchant vessels have also carried this name.

(Sixth) USS SARATOGA (CVA-60) (1955 -)

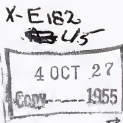
The USS SARATOGA (CVA-60) is the sixth United States Naval vessel so named. She is an attack aircraft carrier under construction in the New York Naval Shipyard, Brooklyn, New York, scheduled to be launched 8 October 1955, with Mrs. Charles S. Thomas, wife of the Secretary of the Navy, acting as sponsor. The approximate dimensions of this ship will be: length 1,040'; beam 129'; and displacement, 60,000 tons. Approximately, complement will be 3,500 officers and men.

(First) Continental Sloop-of-war SARATOGA (1780-1781)

The ship-rigged 18-gun Continental sloop-of-war built by Wharton and Humphreys at Philadelphia, and launched 10 April 1780, was the first American naval vessel named SARATOGA.

Her first and only captain was John Young, of Philadelphia. During 1780, as a unit of the Continental Navy, she cruised with marked success against British merchantmen. On one occasion the SARATOGA simultaneously engaged the ship ELIZABETH, 28 guns, and brig NANCY, 14 guns. After a spirited hour-long engagement both enemy vessels were taken prize. The SARATOGA, as part of a merchant fleet escort, sailed from Haiti 15 March 1781. Three days later she parted company with the convoy in chase of two strange sail. She captured one vessel, and when last seen was in pursuit of the second. The SARATOGA disappeared into the sea from a cause undetermined, carrying down with her the gallant Captain Young and his crew. (Length 68'; beam 25' 4"; displacement, about 150 tons; complement, 6 officers and 80 men; armament, sixteen 9-pounders and two 4-pounders).

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USS JARVIS (DD-38)

The destroyer JARVIS was named in memory of Midshipman James G. Jarvis, USN, who lost his life during the fight between the ~~U.S.S.~~ CONSTELLATION and the VENGEANCE, February 2, 1800, at the age of thirteen. This is the first vessel to bear the name.

This vessel was authorized June 24, 1910, and was built by the New York Shipbuilding Company at Camden, New Jersey. When she was launched on 3 April 1912, Miss Jean Knox, daughter of Mr. Samuel Knox, President of the New York Shipbuilding Company, acted as sponsor.

The JARVIS was first placed in commission October 22, 1912, and was attached to the torpedo flotilla, Atlantic Fleet and operated along the Atlantic coast. In 1916 she did neutrality and patrol duty off Boston and Newport, R. I.

During the first part of 1917, this vessel was with the Atlantic Fleet in Cuban waters for winter maneuvers. After a period of overhaul and preparations for foreign service, the JARVIS sailed May 25, 1917, for St. Nazaire, France and thence to Queenstown, Ireland where she was attached to the U. S. Naval Forces based on that port and was assigned to duty patrolling that area off the Irish coast. She also met and escorted eastbound convoys through the danger zone, answered distress calls from ships in the vicinity and rescued survivors when necessary. The operations of these destroyers off Queenstown proved of immediate value to the Allies in overcoming the submarine menace.

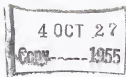
In February 1918, the JARVIS was transferred to Brest, France to operate with the U. S. Naval Forces based on that coast and the nature of her duty was the same as she had performed while at Queenstown.

On July 22, 1918, this vessel collided with the USS BENHAM as the result of which considerable damage was done her bow and necessitated extensive repairs. She resumed service in September. Although the JARVIS dropped depth bombs on several occasions during her war service, no definite results were recorded as to her contacts with the enemy.

She sailed December 28, 1918 from Brest for the United States and after a few months cruise along the Atlantic coast as far south as Charleston, S. C., she arrived at the Philadelphia Navy Yard in July 1919, where she remained until being placed out of commission on November 26, 1919.

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HISTORY OF USS JEFFERSON COUNTY (LST 845) (ex-USS LST 845)

Arriving in the forward combat area of the Pacific just as World War II came to a close, the USS JEFFERSON COUNTY (LST 845) served with the occupation forces in Japan and China, and was present during the Inchon Landing leading the Korean crisis. She also served on humanitarian duty off Indo-China in 1954 evacuating refugees from Communist Vietnam to free Viet Nam.

Her keel was laid on 23 October 1944 at the American Bridge Co.'s shipyards at Ambridge, Pennsylvania, and she was launched on 7 December 1944 with Mrs. B. F. Fairless of Ambridge, Pennsylvania, acting as sponsor. She was placed in a reduced commission status and floated down the Ohio and Mississippi Rivers to New Orleans, Louisiana, where she was officially commissioned on 1 January 1945 under the command of Lieutenant Commander John Wildman, USNR.

Shakedown training was taken at Panama City, Florida, and then after repairs at New Orleans, sailed for duty in the Pacific Ocean. She transited the Panama Canal on 13 February 1945 and arrived at San Diego on March 2nd. After loading aboard supplies she departed for Pearl Harbor on 15 March and arrived in the Hawaiian Island nine days later.

During amphibious operations off Maui, T.H., on 4 April 1945, the LST 845 was driven onto the beach by a heavy surf and she broached. She was towed back to sea five days later and spent until July 27th receiving repairs. Then followed more amphibious maneuvers in the Hawaiian Islands. She got underway on 29 August 1945 for Sasebo, Japan, to participate in the initial occupation landings. She arrived at her destination on September 22nd, and three days later sailed for Lingayen Gulf, Philippine Islands.

She made a voyage to Sasebo, Saipan, Pearl Harbor and then to Buckner Bay, Okinawa, carrying miscellaneous cargoes, and on 30 May 1946 arrived off Shanghai, China. Duty along the China coast lasted until July 23rd, the LST having made stops at Nanking and Hankow. Returning to Pearl Harbor on 28 September she remained until the middle of December and then sailed to San Francisco where she moored on 15 December 1945. Moving south to San Diego, the LST 845 participated in local amphibious exercises until January 1949 when she sailed north to transport cargo to Juneau and Kodiak, Alaska. Returning to San Diego in March 1949 she then made a cargo run to Pearl Harbor, Kwajalein, Eniwetok and Wake Island before returning to San Diego on July 17th.

Remaining in the San Diego operating area until 30 August 1950, the LST 845 sailed for Kobe, Japan, where on September 5th, she loaded aboard troops and equipment for the pending invasion at Inchon. She remained in the Inchon area following the assault until October 15th, and then sailed to the Korean east coast ports of Wonsan and Hungnam to assist in the redeployment of troops and combat equipment following the entrance of Communist China into the Korean hostilities. This latter duty continued until 30 December when she returned to Japan.

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NAVY LOGS

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HISTORY OF USS JAMES M. GILLISS (MHC 13)
(ex-USS YMS 262, ex-AGS-13, ex-AGSC-13, ex-AMCU-13)

The keel for the USS YMS 262 was laid on 6 September 1942 at the South Coast Co., Newport Beach, California, and she was launched on 24 December 1942. Commissioned on 11 August 1943, the YMS 262 participated in the Marshall Islands Operation at the invasion of Kwajalein from 21 January - 8 February 1944 and the assault on Eniwetok from 17 February - 2 March 1944. Although the vessel used her sweeping gear on both occasions, no enemy mines were cut or destroyed.

She returned to the United States in December 1944 and put in at the California Shipbuilding Corp., Wilmington, California, for conversion to a surveying ship. On 23 March 1945 she was named the USS JAMES M. GILLISS and her classification was changed to AGS-13.

This is the first ship in the U.S. Navy to honor Captain James M. Gilliss, USN, who was born on 6 September 1811 and died on 9 February 1865. Captain Gilliss entered the U.S. Navy as a passed Midshipman at the age of 15 and during the subsequent years was the leading astronomer in the Navy. He was responsible for the establishment of the first Naval Observatory in Georgetown, D.C., and recalculated the location of some 33,000 stars. After having established an observatory at Santiago, Chile, he was placed in charge of the Naval Observatory at Georgetown, D.C., and was responsible for the repair and design of navigational instruments as well as the production of charts during the Civil War.

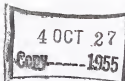
The USS JAMES M. GILLISS did survey work at Okinawa and around Nagoyo, Japan, after the cessation of hostilities. She was present at OPERATIONS CROSS-ROADS for the Atom Bomb tests, and on 29 July 1946 her classification was changed to AGSC-13, or coastal survey ship. Transferred to duty with the U.S. Atlantic Fleet in early 1947 she did survey work off Vera Cruz, Mexico; Hamilton Inlet, Labrador; New Orleans; Argentina, Newfoundland; Punta Delgada, Mexico; Guantanamo Bay, Cuba; and Trinidad.

She entered the U.S. Navy Yard, Brooklyn, N.Y., on 12 May 1950 for conversion to a minehunter and on 22 September 1950 she was placed out of commission and assigned to the U.S. Atlantic Reserve Fleet. Her classification was changed to AMCU-13 on 18 August 1951 and on September 5th she was recommissioned.

The USS JAMES M. GILLISS was assigned to the Atlantic Mine Fleet on 18 February 1952 and operated mainly out of New York until 1953 when her base of operations was changed to Key West, Florida.

On 20 March 1953 she was assigned to the Mine Hunting Unit, FIFTH Naval District, and based at Little Creek, Virginia. In addition, she has made several voyages to Boston and Newport, R.I. The vessel's classification was changed once again on 1 February 1955 when she was designated MHC-13, or minehunter, coastal.

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HISTORY OF USS BON HOMME RICHARD

Of the thousands of fighting ships which have earned themselves lasting honor and glory in the U. S. Navy's history, perhaps no one name has carried with it more traditions than the BON HOMME RICHARD.

When the 13 American colonies were fighting Great Britain to preserve their declared independence, the Continental Frigate BON HOMME RICHARD became an inspiration to the entire country. The words of her Captain John Paul Jones, "I have not yet begun to fight!" have lived through the ages, and, the sarcophagus of Jones still lies in the chapel at the U. S. Naval Academy, Annapolis, Maryland, to inspire the naval officers of future years.

In World War II when the peace of the world was once more threatened, an aircraft carrier carrying the name BON HOMME RICHARD appeared late in the conflict and aided in the subjection of the Japanese. Then in 1951 when the Communist aggressors launched their attack on South Korea the USS BON HOMME RICHARD (CVA 31) was brought out of the Pacific Reserve Fleet, recommissioned and sent to the Far East to blunt the attacks of the invaders.

In 1953 the aircraft carrier sailed to the U.S. ^{*Naval Shipyard, San Francisco, Calif.,*} ~~Naval Yard, Bremerton,~~ ~~Washington,~~ to receive a major overhaul and to have installed the latest in modern equipment. On 6 September 1955 she expects to return to active duty with the U.S. Navy.

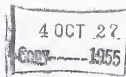
Continental Frigate BON HOMME RICHARD (1779 - 1779)

The first BON HOMME RICHARD was originally the old high-poop deck Indianan DUC DE DURAS which had been built by the East India Company in 1766 for service between France and the Far Eastern ports in China and India. She made voyages to the Orient from 18 January 1766 to June 1769 and then was in the service of the King of France until 1771. She was purchased by a French citizen to be armed as a privateer, but after he experienced difficulty in obtaining the necessary guns, he resold her back to the King of France in 1778.

Early in the year 1778 Captain John Paul Jones arrived in France with the Continental Ship RANGER and two prizes. However, the prizes had to be sold to provide food for the RANGER's crew.

Later the same year Captain Jones conferred with American Commissioner Benjamin Franklin and M. de Sartine, the French Minister of Marine, concerning plans for the outfitting of an American Naval squadron to prey upon British commerce close to the home islands.

The plans reached the ears of King Louis XVI and he decided to put the DUC DE DURAS at the disposition of Captain Jones. Subsequently, three other vessels were added to the squadron. These were the 32-gun PALLAS, the 12-gun VENGEANCE, and the cutter CERF. The 32-gun Continental Frigate ALLIANCE was also attached to the squadron.



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HISTORY OF USS MINNESOTA (BB-22)

The USS MINNESOTA, Battleship, second vessel named for the State of Minnesota, was authorized by Act of Congress March 3, 1903 and was built by the Newport News Shipbuilding Company, Newport News, Virginia. Her keel was laid October 27, 1903 and she was launched April 8, 1905. Miss Rose Marie Schaller (Mrs. Wilbur Birch Joyce), daughter of State Senator Schaller of Minnesota acted as sponsor. Maids of Honor were Miss Constance Day and Miss Lillian McMillan. Governor Montague of Virginia and his Staff were present. Miss Schaller presented to the USS MINNESOTA the silver service given by the state for which she was named.

After her commissioning on March 9, 1907 at the Navy Yard, Norfolk, Virginia, the MINNESOTA was present at the Jamestown Exposition, Jamestown, Virginia from April to September 1907. She made the cruise around the world with the Battle Fleet, leaving Hampton Roads on December 16, 1907 and returned on February 22, 1909, when she again was reviewed by President Roosevelt at Norfolk, Virginia.

She operated off the east coast until November, 1910 when she made a cruise to England and in October, 1911 was with the Atlantic Fleet at the Naval Review in the North River, New York. In June, 1912 she was stationed at Guantanamo, Cuba, on duty in connection with the Cuban rebellion and after repairs at the Philadelphia Navy Yard and a period of cruising in the Chesapeake Bay and Cuban water she was present at Vera Cruz, Mexico April 23 to July 14, 1913. She continued service in the Atlantic and in Mexican waters, and in November, 1916 she became the flagship, Reserve Force, Atlantic Fleet. She arrived at Tangier Sound, Chesapeake Bay, and on April 6, 1917, when war was declared, joined the USS ALABAMA, USS LOUISIANA, USS RHODE ISLAND, and USS NORTH DAKOTA.

On April 7, 1917 she commenced intensive gunnery training, and continued training exercises and instruction of recruits, including drills with U. S. submarines L-1, L-2, and L-3, target practice, etc. with other ships of the fleet.

On August 11, 1917 the USS MAYFLOWER, flying the flag of the President of the United States, visited the Fleet at York River, Virginia in company with the USS SYLPH, flying the flag of the Secretary of the Navy.

On August 13, the MINNESOTA got underway with the LOUISIANA, KANSAS and NEW HAMPSHIRE and other ships of the Fleet for tactical maneuvers, and other exercises and drills, and continued operations in Long Island Sound off Block Island, remaining at sea until October 6, 1917 when she arrived with the fleet at York River, Virginia.

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U.S. Frigate ESSEX

The U.S. Frigate ESSEX was a ship of 32 guns, built by Enos Briggs at Salem, Mass., to the designs of William Hackett, in 1799 at a cost of \$139,362, which was raised by popular subscription by the people of Salem. She was named for Essex County, Mass.

The keel of the ESSEX was laid on April 13, 1799. She was launched on September 30, 1799. On December 17, 1799, she was presented to the United States, accepted by Captain Edward Preble, USN, and placed in commission.

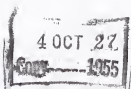
The ESSEX sailed from New York for Batavia, Dutch East Indies, on January 6, 1800, in company with the CONGRESS. The purpose of the voyage was to bring back a convoy of American Merchant ships, as the United States was at that time engaged in a naval war with France.

The CONGRESS was demasted six days out in a heavy storm, and the ESSEX was obliged to continue alone. She was the first United States man-of-war to double the Cape of Good Hope, which she did on March 28, 1800, repassing it homeward bound on August 27 of the same year, and reaching New York with convoy on November 26.

The second cruise of the ESSEX was made under the command of Captain William Bainbridge, who took command on 20 May 1801, in the squadron of Commodore Richard Dale, which was the first squadron sent by the United States to the Mediterranean to impress the Barbary Powers. The squadron sortied 1 June and arrived at Gibraltar on July 1, 1801. The ESSEX remained in the Mediterranean convoying American merchantmen and blockading the Tripolitan ships until June 17, 1802, when she was sent home for repairs at the Washington Navy Yard. After extensive repairs were completed in April, 1804 she was sent back to the Mediterranean under command of Captain James Barron, attached to the Mediterranean Squadron, first under Commodore Samuel Barron, and later under Commodore Rodgers. Master Commandant George Cox took command in May 1805; Master Commandant Charles Stewart in July 1805 and Captain Hugh G. Campbell in August 1805. She returned from the Mediterranean in the Spring of 1806, after the conclusion of peace. During this cruise she participated in the attack upon and capture of the town of Derne, April 27, 1805, in which fourteen of her crew were killed. Captain John Rodgers took command in May 1806.

From 28 July 1806 to 10 February 1809 she was laid up in ordinary at the Washington Navy Yard after which she was refitted for a short cruise to Europe under Captain John Smith. Captain David Porter took command in the Summer of 1811.

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HISTORY OF USS DUBUQUE (PG 18)
(ex-Gunboat No. 17, ex-AG-7, ex-IX 23)

A veteran of both World War I and II as well as the Cuban Pacification, the USS DUBUQUE (PG 18) sailed on both the waters of the Atlantic Ocean and the Great Lakes during more than 41 years of service in the U.S. Navy.

Constructed by the Gas Engine and Power Co., Morris Heights, L.I. the DUBUQUE was authorized by Congress on 1 July 1902. Her keel was laid on 22 September 1903 and she was launched on 15 August 1904 with Miss Margaret Treadway of Dubuque, Iowa, acting as sponsor. The vessel was the first U.S. Navy ship to carry the name of the city in Iowa.

Commissioned on 3 June 1905 under the command of Lieutenant Commander Augustus F. Fechteler, USN, the DUBUQUE cruised in Atlantic coastal waters and in the Caribbean Sea protecting American interests. She served off Cuba during the night of 18-19 May 1907 to prevent depredations against American citizens by Cuban bandits.

On 24 July 1911 she arrived at Chicago, Illinois, and was decommissioned that same day and turned over to the Illinois Naval Militia for use as a training ship. The DUBUQUE was recommissioned in the U.S. Navy on 4 August 1914 and sailed to Portsmouth, N.H., where she was placed in commission, in reserve on 3 October 1914.

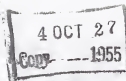
Returned to a full commission status on 30 July 1915, the gunboat was assigned to the Mine and Mine Sweeping Division, Atlantic Fleet. She participated in various training maneuvers along the Atlantic coast, and shortly after the outbreak of hostilities in April 1917, she commenced coastal convoy escort work.

Reporting to the French Division of the Caribbean Patrol on 25 July 1918, the DUBUQUE operated out of St. Thomas, Virgin Islands, investigating various harbors and inlets in the islands in the Caribbean and on the coasts of Venezuela and Columbia to insure that they were not being used as havens for German submarines.

She was detached on 8 December 1918 from the French Division and reported to the American Patrol Detachment, Atlantic Fleet with whom she served until 27 July 1919. when she was placed out of commission at Portsmouth, N.H.

On 1 July 1920 the vessel's classification was changed from Gunboat No. 17 to AG-7, for miscellaneous auxiliary.

In 1922 the DUBUQUE was selected along with two other vessels for training purposes of Naval Reservists in the Great Lakes and she was recommissioned on 25 May 1922. On 24 April 1922 her classification had once again been changed. This time to IX-23, or unclassified vessel.



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HISTORY OF USS KOINER (DER-331)

A small group of persons had gathered at the bow of one of the newly completed destroyer escorts lying at rest in the Consolidated Shipbuilding Company yard at Orange, Texas. Mrs. Mae H. Koiner, mother of the ship's namesake stepped forward, smashed a bottle of champagne against the bow christening the ship USS KOINER and the sleek fighting craft slid down the ways to join our combatant fleet.

Named for Lieutenant (junior grade) James Duval Koiner, USNR, the ship was placed in commission at Orange, Texas on 27 December 1943 under the command of Lieutenant Commander C. S. Judson, Jr., USN. Lieutenant Koiner, born 16 February 1919 in Waynesboro, Virginia was killed in action aboard the USS ATLANTA on 13 November 1942, during the battle of Guadalcanal.

After her commissioning and the ensuing shakedown and training cruise which was conducted off Bermuda, she steamed to Charleston, South Carolina for post-shakedown overhaul. When completed she engaged in refresher training exercises at Guantanamo Bay, Cuba and then proceeded to Willemstad, Curacao arriving there on 7 March 1944.

At Curacao she received her first wartime assignment, escort duty in Convoy OT 13 composed of tankers bound for Gibraltar and other Mediterranean ports. Similar escort duties took her between the West Indies and the following ports: Bizerte, Tunis, Casablanca, Algiers and Naples.

On 16 July 1944 she steamed into Norfolk for a ten day overhaul period followed by another convoy assignment to the Mediterranean; destination, Taranto, Italy. Returning to the United States on 31 August, she reported to the Brooklyn Navy Yard, New York for availability. Twenty days later she departed for Great Britain with the first of a number of United Kingdom convoys which she was to escort. This duty took her to the British ports of Portsmouth, Plymouth, Southampton and Cardiff.

An extensive overhaul and modernization period was conducted at the Bayonne Annex of the New York Navy Yard starting on 1 May 1945. While there, Lieutenant Commander Judson was relieved as commanding officer by Lieutenant J. M. Althouse, on 21 May. Two days later she departed Bayonne, New Jersey bound for the Pacific. Enroute a three day refresher training exercise was held at Guantanamo. After a routine passage through the Canal, the KOINER steamed to San Diego arriving there on 15 June.

Her stay at San Diego was brief and on the seventeenth she set out in company with the escort aircraft carrier USS VELLA GULF enroute to Pearl Harbor. The KOINER operated out of Pearl Harbor until 4 August, during which time she acted as screen plane guard ship for the USS CORREGIDOR (CVE-58), and worked with the Pacific Submarine Training group, screening and acting as target for submarines

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HISTORY OF USS TITANIA (AKA-13 (ex AK-55))

With the forming of the Neutrality Patrol and the establishment of advanced bases in neighboring countries even before United States entry into World War II, supply lanes were stretched over great distances and the need for an efficient logistic organization was apparent. Then came December 7th and war was actually upon us, creating the need for a two-ocean Navy and reorganization of our Fleet. Task Forces were formed and supply groups were organized to service these task forces.

One ship that attained an enviable record along with her sister ships and other vessels of the supply groups was the USS TITANIA (AKA 13). Named for one of the four astronomical satellites of the star Uranus, the TITANIA was built during 1941-1942 at Kearny, New Jersey, by the Federal Shipbuilding and Dry Dock Company. Originally designed on a C-2 Hull for the U.S. Maritime Commission as the SS Harry Culbreath, she was converted to a Navy Cargo Vessel (AK) thirteen weeks before completion.

Launched on 28 February 1942, the TITANIA was sponsored by Mrs. Bennett Champ Clark of Washington, D.C. and was placed in commission as the AK 55 on 27 May 1942 at Brooklyn, New York. From commissioning until December 1942, the TITANIA operated as part of the Amphibious Force, Atlantic Fleet.

Under her first commanding officer, Commander V.C. Barringer, Jr., USN, she participated in the initial invasion of North Africa with the landing at Safi, French Morocco on 8 November 1942. On this assignment she carried the Southern Attack Group, U.S. Army and was a unit of Transport Division SEVEN.

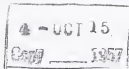
A thorough job of discharging cargo was done by the crew of the TITANIA alongside Phosphate Pier in Safi Harbor. Working night and day, with very little outside aid, they unloaded her complete cargo on the beach within seventy-eight hours. At the same time she served as a hospital ship for wounded army troops. In addition the Chief Engineer of the TITANIA, Lieutenant C.G. Pape assisted by Lieutenant, junior grade Baxley, Chief Machinist Mate Stouffer and Chief Electrician's Mate T.L. Smith put the sabotaged power plant of the Phosphate company back into working condition. Normally, the power plant supplied electricity for five cranes on the dock which could be used in unloading cargo.

After clearing Safi Harbor and while enroute to Fedhahala to deliver landing craft she was unsuccessfully attacked by the German U-Boat, U-130 on 12 November.

In December 1942 the TITANIA was ordered to the Pacific where she joined the THIRD Amphibious Force of the FIFTH Fleet. Before her departure for the Pacific orders were also issued on 26 November 1942 for a change in classification to Attack Cargo Vessel, AKA 13. However, it was not effective until 1 February 1943

She began her adventurous career in the Pacific at Guadalcanal. The latter part of 1943 was spent in support landings on adjacent islands and in the Consolidation of the Southern and Northern Solomons. On 1 November 1943, as part of Transport Division CHARLIE, she participated in the initial invasion of Bougainville, landing assault forces of the THIRD Marine Division and their

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HISTORY OF USS KEY WEST (PF-17)

USS KEY WEST (PF-17) is the second ship of the Fleet to be named for the city of Key West, Florida.

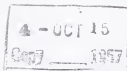
The first KEY WEST was purchased on 16 April 1863 from W. S. Evans, at Cairo, Illinois, by Rear Admiral David D. Porter, U.S. Navy. She was classed as a wooden stern-wheel steamer. Her tonnage was 207; length, 156 feet; beam, 32 feet; depth, 4 feet 6 inches. Her battery, as of 11 May 1863, consisted of six 24-pounder howitzers. She was placed in commission at Cairo, Illinois on 26 May 1863 under the command of Acting Master E.M. King, U.S. Navy.

KEY WEST departed Cairo, Illinois on 26 May 1863, steaming up the Ohio River to Paducah, Kentucky on the Tennessee River. From 28 May 1863 to 4 November 1864, she patrolled the Tennessee River between Paducah, Kentucky and Savannah, Tennessee. She also made several visits to Hamburg, Tennessee and Eastport, Mississippi. KEY WEST convoyed supply and troop transports on the Tennessee River, occasionally firing on guerilla bands in the wooded section and on the river banks. From 9 to 11 October 1864, in company with UNDIS, she convoyed three troop transport steamers from Clifton, Tennessee to Eastport, Mississippi. While the troops were debarking, a hidden Confederate six-gun battery at Eastport and a three-gun battery near Chickasaw, opened fire on the operation. Two of the transports were set on fire and KEY WEST was damaged by two rifled shots. The force was compelled to retreat downstream. KEY WEST was dispatched to the vicinity of Johnsonville, Tennessee where on 2 November 1864, she assisted in the recapture of the transport VENUS. While off Johnsonville, on 4 November 1864, KEY WEST with gunboats TAWAH and ELFIN, were caught in a narrow and shallow area of the Tennessee River by Confederate rifled artillery. After a vigorous action in which KEY WEST was struck with nineteen shots, the gunboats withdrew out of range down the river. The Confederate forces moved their batteries to resume the battle until the gunboats were disabled and nearly out of ammunition, at which time KEY WEST, TAWAH and ELFIN were burned and sunk by their crews.

The second KEY WEST (PF-17) was built by the American Shipbuilding Company of Lorain, Ohio where she was launched on 29 December 1943 under the sponsorship of Mrs. Vernon Lowe, Key West, Florida, sister of Lieutenant Harold Felton, U.S. Navy, who was the first citizen of Key West to be reported missing in action during World War II. The ship was placed in commission at Houston, Texas, on 7 November 1944, when Lieutenant Commander Berthold Papanek, U.S. Coast Guard Reserve, assumed command.

KEY WEST was assigned to Escort Division FORTY-TWO, U.S. Atlantic Fleet. On 17 November 1944, she departed Galveston Bay for Bermuda to conduct training exercises and escort duty until 22 December 1944, when she sailed for Norfolk, Virginia. From January to June 1945, KEY WEST, operating with Task Group 60.6, furnished escort to convoys between the east coast of the United States and the Mediterranean. She made three round trips during this time. The first was from Hampton Roads to Oran, Algeria and return to Boston, 18 January to 28 February 1945. The second was from New York to Oran, Algeria and return to

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HISTORY OF USS NAUTILUS (SSN-571)

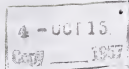
NAUTILUS (SSN-571), the first nuclear powered submarine, is the sixth ship of the Fleet to bear the name and the third submarine of the name. She was built by the Electric Boat Division of the General Dynamics Corporation, Groton, Connecticut. President Harry S. Truman officiated at her keel laying, 14 June 1952. President Truman, at the keel-laying, said "This vessel is the forerunner of atomic-powered plants producing electricity for factories, farms and homes. **** If we could devote a full share of our energies to peaceful development of the atom, it should soon be possible to bring this new source of power into daily use. Self-contained power plants, able to run almost indefinitely without refueling, and capable of being moved from place to place, would be within reach."

NAUTILUS was launched, 21 January 1954, under the sponsorship of Mrs. Dwight D. Eisenhower, wife of the President of the United States. The ship was placed in commission at Groton, Connecticut, 30 September 1954, when Commander Eugene P. Wilkinson, USN, assumed command. In the commissioning speech, Admiral Jerauld Wright, Commander in Chief, U.S. Atlantic Fleet, stated, "Today, the Navy turns a channel marker in the course of history." NAUTILUS remained at dockside for further construction and testing until 17 January 1955, when at 1100, Commander Wilkinson ordered her lines cast off and signaled to the Submarine Force Commander, "Underway on nuclear power."

NAUTILUS was preliminarily accepted by the Navy on 22 April 1955 and sailed on shakedown cruise for southern waters. She submerged off New London, 10 May 1955, completing a submerged cruise of 1,381 miles in 89.8 hours, arriving at San Juan, Puerto Rico, 16 May 1955, which established several firsts for submarine history. It was the longest period for a completely submerged cruise by a submarine. It was also the first time such a high speed was maintained by any submerged submarine for more than one hour. Afterwards, she conducted a series of exercises with hunter-killer groups in Narraganset Bay area and off Bermuda, to investigate effects of radical increased submerged speed and endurance of the ship. Until November 1955, she also held demonstrations for various military observers at ports of Annapolis, Maryland; Newport, Rhode Island; and Portsmouth, New Hampshire.

From November 1955 to January 1957, NAUTILUS conducted a series of special tests and standardization trials out of New London to Key West, Florida, and Bermuda, B.W.I. During the following months, two groups of ranking military and civilian personages made short cruises, including General N.F. Twining, Chief of Staff, U.S. Air Force; General R. Pate, Commandant, U.S. Marine Corps; and Admiral Arleigh A. Burke, USN, Chief of Naval Operations. On 20 April 1956, she returned to New London, having completed a submerged run of 1,152 miles from Key West. From 8 to 10 May 1956, she conducted her final sea trials and on 11 May, she was accepted for unrestricted service by the Navy. Until May 1957, she was engaged in Fleet training operations on the east coast of the United States and held demonstrations for military, political and civilian visitors at principal ports of the eastern seaboard of the United States. She made another cruise to Bermuda

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HISTORY OF USS O'BANNON (DD-177)

USS O'BANNON (DD-177) is named in honor of First Lieutenant Presley N. O'Bannon, U.S. Marine Corps. He was born in Fauquier County, Virginia, and was appointed Second Lieutenant in the Marine Corps in 1801.

During the War with Tripoli, an expedition was started from Alexandria, Egypt to Derne, Tripoli. The force that O'Bannon was a part, consisted of mercenaries together with one sergeant and six privates of the Marine Corps. A march of six hundred miles was made and the force, which had been augmented by additional marines, arrived at Derne, on 26 April 1805. The commanding fortress to Tripoli was shelled by Navy ships HORNET, NAUTILUS and ARGUS preparatory to Lieutenant O'Bannon's seige, and in the afternoon of the 27th the principal edifices were stormed by the gallant O'Bannon and Midshipman Mann. The enemy was routed and driven in such haste that their guns were left loaded and primed. With his detachment Lieutenant O'Bannon took complete possession of the battery and the guns were immediately turned upon the town. The Tripolitan ensign was hauled down and for the first time in history, the American flag was hoisted on a fort of the Old World.

Lieutenant O'Bannon resigned from the Marine Corps in 1807.

The first O'BANNON (DD-177) was built by the Union Iron Works, San Francisco, California, where she was launched on 28 February 1919, under sponsor ship of Mrs. Henry O'Bannon Cooper, wife of the great-great nephew of Lieutenant Presley Neville O'Bannon, U.S. Marine Corps. The ship was placed in commission at Mare Island Navy Yard 28 August 1919, when Commander W. L. Culberston, U.S. Navy, assumed command.

After commissioning, she reported to Destroyer Division TWENTY-TWO, Squadron FOUR, U.S. Pacific Fleet. O'BANNON operated along the California coast, undergoing tests, making trial runs, engaging in target practice and tactical exercises. In December 1919, she arrived at the Naval Destroyer Base, San Diego, California, and in March 1920, she was engaged in tactical exercises with Flotilla ELEVEN. She then cruised to Honolulu, T.H., returning the following month to rendezvous with Flotilla TEN for special tactical and experimental torpedo practice. From June until November 1920, she was moored at San Diego in reserve commission status, then resumed target practice until December 1920. In the latter part of December 1920, she entered Puget Sound Navy Yard for a period of overhaul and post repair trials. In April 1921, she rejoined Division TWENTY-TWO at San Diego, and in the summer, with the Training Division, conducted emergency drills and practice on the torpedo range.

At San Pedro in mid-September 1921, she was undergoing decommissioning, and on 27 May 1922 she was placed out of commission and laid up at San Diego until 1936, when she was placed on the List for Disposal by Sale. O'BANNON was stricken from the Navy List 19 May 1936; sold on 29 September 1936; and reduced to a hulk by the purchaser in accordance with the London Treaty for the Limitation and Reduction of Naval Armament.

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HISTORY OF SHIPS NAMED BOSTON

Six ships of the Fleet have been named for Boston, the capital city of Massachusetts.

I

The first BOSTON, a gondola, was built in 1776 at Skenesborough (the present Whitehall), New York. Her dimensions are not known but she was armed with one 18-pounder and two 12-pounders, having a complement of 45 officers and men. With Captain Ulmer in command, BOSTON served in Brigadier Genreal Benedict Arnold's squadron on Lake Champlain. On 11 October 1776 she took part in a drawn battle with the British Fleet off the island of Valcour which lasted five hours. Two days later BOSTON was burned at Buttonmold Bay, New York, to avoid capture by the British Squadron.

II

The second BOSTON, a frigate, was built at Newburyport, Massachusetts, by Stephen and Ralph Cross for the Continental Navy. She was launched 3 June 1776 and completed the following year. Her overall length was 114', 3"; beam 32'; tonnage, 514; depth 10'3"; speed, 8.5 knots. She was armed with five 12-pounders; nineteen 9-pounders; two 6-pounders; and four 4-pounders.

On 21 May 1777 BOSTON sailed under command of Captain Hector McNeill, in company with HANCOCK, for a cruise in the North Atlantic. The two frigates captured three prizes during this cruise, including the 28-gun frigate HMS FOX. During an engagement with HMS FLORA, RAINBOW and VICTOR on 7-8 July, BOSTON did not properly support her consorts and they were taken by the British Squadron. BOSTON escaped to the Sheepscot River on the coast of Maine.

On 15 February 1778 BOSTON sailed for France with the Honorable John Adams, an American Commissioner, embarked. While enroute she captured the British ship MARTHA on 11 March, arriving with her prize at Bordeaux on 1 April 1778. She sailed in company with a French frigate on 6 June for

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HISTORY OF USS LITTLE ROCK (CLG-4)

USS LITTLE ROCK (CLG-4) is the first ship of the Fleet to be named for the city of Little Rock, Arkansas. She was built by the Cramp Shipbuilding Company of Philadelphia, Pennsylvania. Her keel was laid 6 March 1943 and she was launched 27 August 1944 under the sponsorship of Mrs. Sam Wassel, wife of a Councilman of Little Rock, Arkansas. The ship was placed in commission as USS LITTLE ROCK (CL-91) on 17 June 1945 when Captain W. E. Miller, USN, assumed command.

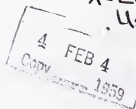
LITTLE ROCK departed Philadelphia on 13 July and sailed via Norfolk for shakedown training cruise to Guantanamo Bay, Cuba. She returned to Philadelphia on 30 August for post-shakedown repairs until 26 September when she commenced local operations out of Newport for the training of the prospective crew of cruiser PRINCETON.

On 21 October 1946 LITTLE ROCK departed Newport for a cruise to South America, steaming via San Juan, Puerto Rico to arrive at Rio de Janeiro on 10 November 1945. Among other Brazilian ports visited were Recife, Santos, Porto del Rio Grande and Bahia. She then called at ports of Chile, including Concepcion Bay, Valparaiso, Antofagasta and Iquique, thence to Callao, Peru and Santa Elena, Ecuador. She completed transit of the Panama Canal (11-15 March) and after a visit to Cartagena, Columbia (16-18 March), returned to Norfolk on 23 March 1946. She sailed 19 April for maneuvers with units of the EIGHTH Fleet in the Caribbean Sea and returned to Philadelphia on 12 May 1946 for repairs.

On 4 June 1946 LITTLE ROCK departed Philadelphia for an extended cruise in European waters. On 11 June she arrived in Plymouth, England. After a voyage to Gibraltar, she visited ports in Scotland; Goteburg and Stockholm, Sweden; Copenhagen, Denmark; Anthwerp, Belgium; and Amsterdam, Netherlands. She returned to Plymouth on 31 July, then visited Lisbon, Portugal before arrival at Gibraltar on 22 August to commence a tour of the Mediterranean. She called at Naples, Italy (27 August-3 September); Piraeus, Greece (5-9 September); Valetta, Malta (10-12 September); and Bone, Algeria (14-16 September). She departed Valetta on 17 September and returned to Norfolk on 27 September 1946.

LITTLE ROCK conducted local operations at Norfolk until 21 November 1946 and after operations with USS MISSOURI (BB-63) to Argentina, Newfoundland, returned to New York on 13 December 1946. She commenced local operations at Newport on 9 January 1947 then steamed to Charleston, South Carolina, arriving 8 February. Here, she embarked naval reserve personnel for a training cruise, departing 10 February for San Juan, Puerto Rico. She debarked her naval reserve passengers at Charleston on 22 February and sailed that same day for New York, arriving 25 February 1947.

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HISTORY OF USS OKLAHOMA (BB 37)

The battleship OKLAHOMA (BB 37) was named for the State of Oklahoma. She was built by the New York Shipbuilding Corporation of Camden, New Jersey. Her keel was laid 26 October 1912 and she was launched on 23 March 1914 under the sponsorship of Miss Lorena Jane Cruce, daughter of Governor Lee Cruce of Oklahoma.

OKLAHOMA was placed in commission at the Philadelphia Navy Yard on 2 May 1916 under the command of Captain Roger Welles, USN. After fitting out and completing trial runs and maneuvers, OKLAHOMA was assigned to Battleship Division 6, U. S. Atlantic Fleet. Her principal operations were conducted as a unit of this Division in operating areas out of Norfolk and New York until 13 August 1918 when she departed Hampton Roads with USS NEVADA for European waters.

On 23 August 1918 OKLAHOMA and NEVADA arrived at Berehaven, Bantry Bay, Ireland, where they were joined by USS UTAH, Flagship of Battleship Division 6. These three battleships were based at Berehaven during the remainder of the war, their principal duty being to protect convoys from possible German raiders. On 26 November 1918 OKLAHOMA with the ships of Division 6 departed Berehaven and on the following day joined ships of Battleship Division 9 at Portland, England. The combined force sailed 12 December and the following day formed part of the escort for USS GEORGE WASHINGTON with President Woodrow Wilson aboard, into the harbor of Brest, France. OKLAHOMA with units of Divisions 6 and 9 and USS PENNSYLVANIA, departed Brest 14 December and on the 26th arrived at New York where the fleet was reviewed by the Secretary of the Navy. After taking part in Fleet exercises while based at Guantanamo Bay, Cuba, she departed Hampton Roads 7 May 1919, enroute to France. She arrived at Brest on 15 June and departed the 29th with a group of destroyers, escorting President Wilson in USS GEORGE WASHINGTON, returning from his second visit to France. The Squadron arrived in New York on 8 July 1919.

OKLAHOMA steamed to the Norfolk Navy Yard for overhaul until January 1920 then resumed operations with the Atlantic Fleet, cruising on the east coast with periodic maneuvers in the Caribbean Sea and off the Canal Zone. In early January 1921 the Atlantic Fleet joined the Pacific Fleet in Panama Bay and on 22 January the combined fleets departed the Panama Canal Zone for the coast of South America, conducting strategic, tactical and gunnery exercises enroute. The Pacific Fleet units visited Valparaiso, Chile, while OKLAHOMA with units of the Atlantic Fleet visited Callao, Peru (31 January -

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HISTORY OF SHIPS NAMED HUNTINGTON

Two ships of the Fleet have been named for the City of Huntington, West Virginia.

I

The first HUNTINGTON was an armored cruiser, authorized by Act of Congress approved 3 March 1899, and built as USS WEST VIRGINIA by the Newport News, Shipbuilding Company of Newport News, Virginia. Her keel was laid 16 September 1901 and she was launched 18 April 1903, under the sponsorship of Miss Katharine V. White, daughter of the Honorable Albert White, Governor of West Virginia.

WEST VIRGINIA had an overall length of 503'11"; extreme beam, 69'7"; normal displacement, 13,400 tons; mean draft, 24'1"; design complement, 47 officers, enlisted 782; designed speed, 22 knots. Her original armament consisted of 4 eight-inch .45 caliber guns; 14 six-inch .50 caliber guns; 18 three-inch .50 caliber guns; 12 three pounders; 2 one-pounder; and 6 thirty caliber guns. She had 2 eighteen-inch submerged torpedo tubes and the maximum thickness of her armor was nine inches.

WEST VIRGINIA was placed in commission 23 February 1905, under the command of Captain C. H. Arnold, USN. After shakedown training she was assigned to the Atlantic Fleet and cruised with the New York Naval Militia until 30 September 1906 when she sailed for duty with the Asiatic Squadron. She remained on Asiatic Station for two years and after overhaul in the Mare Island Navy Yard in 1908, joined the Pacific Fleet for operations along the west coast of the United States. During 1911-1912 she made a cruise with the Pacific Fleet to Hawaiian waters and in 1914 performed special service in Mexican waters for the protection of American interests. She returned to Bremerton, Washington, and was attached to the Pacific Reserve Fleet.

On 20 September 1916, WEST VIRGINIA sailed for Mexico for the protection of American interests and while engaged in this service 11 November 1916, she was renamed USS HUNTINGTON to permit assignment of the name West Virginia to a newly authorized battleship. After five months service in Mexican waters she steamed to the Mare Island Navy Yard for repairs, arriving 8 February 1917. While in the Mare Island Navy Yard, a catapult device for launching hydroplanes was installed on the quarter-deck and other machinery for the accomodation of four seaplanes was installed on the boat deck ways.

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HISTORY OF USS HEMMINGER (DE-746)

Ensign Cyril Franklin Hemminger, USN, enlisted in the Navy on 26 May 1920. He was promoted to Boatswain on 3 April 1942; reported for duty on USS ASTORIA eight days later; and commissioned Ensign on 15 June 1942. Ensign Hemminger was killed in action during the Battle of Savo Island on 8 August 1942.

The keel of USS HEMMINGER (DE-746) was laid 8 May 1943 at Western Pipe and Steel Company, San Pedro, California, was launched 12 September, Mrs. Joe Frances Hemminger, widow of Ensign Hemminger acting as sponsor. She was commissioned 30 May 1944, Lieutenant Commander J.R. Bodler, USNR, in command, and reported to the Pacific Fleet.

By 4 August 1944 she had completed her shakedown off San Diego and reported to San Francisco. Six days later she was underway for Pearl Harbor as a convoy escort. Upon arrival she operated principally under the orders of ComSubTrainPac and also participated in hunter-killer operations until 27 February 1945.

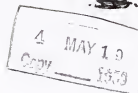
On 28 February 1945 HEMMINGER was operating in a hunter-killer group, composed of CortDiv 53 and USS CORREGIDOR (CVE-58), which was assigned to search for Lieutenant General M. F. Harmon, Commanding General of Army Air Forces in the Pacific, whose plane had been forced down. After a fruitless search, the task group put into Eniwetok, Marshall Islands to await further orders.

On 23 April 1945 Lieutenant Commander Robert C. Foster, Jr., USNR, relieved J. R. Bodler as Commanding Officer and shortly thereafter, HEMMINGER departed Eniwetok as escort commander for the screen of a resupply convoy bound for Okinawa.

During the period from 16 May to 20 June 1945, HEMMINGER participated in the Okinawa operation, acting as a screening unit for a light carrier group engaged in neutralization of Sak Shima Gunto, support of ground forces on Okinawa and air assault on the Island of Kyushu. During these operations HEMMINGER developed an underwater sound contact and attacked repeatedly for an assessment of a "probably damaged" enemy submarine. From 20 June 1945 until the end of the war HEMMINGER, in company with CortDiv 53, joined KASSAN BAY (CVE-69) for hunter-killer operations in the area of Guam.

With the cessation of hostilities, she supported the occupation of Japan until 28 September 1945 and then returned to the west coast. Early in 1946 HEMMINGER was detached from the Pacific Fleet and proceeded to Norfolk, Virginia, where she was decommissioned on 17 June 1946. Moved to Green Cove Springs, Florida, reactivation was commenced 10 October 1946 after which she was towed back to Norfolk for berthing at St. Helene Annex under the authority of Lieutenant Commander S. J. Hopkins, for duty with The Reserve Training Program.

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HISTORY OF USS GEORGE G. HENRY (1560)

USS GEORGE G. HENRY, a Naval Overseas Transportation Tanker, was built by the Union Iron Works of San Francisco. Originally a merchant tanker, she was launched in 1917 and acquired by the Navy from the Los Angeles Petroleum Transportation Company, 23 August 1918. The ship was placed in commission at New York that same day under command of Lieutenant Commander Henry F. Weedon, USNRF. The name GEORGE G. HENRY, assigned by her former owner, was retained and she reported to the Naval Overseas Transportation Service for duty.

On 29 August 1918 GEORGE G. HENRY departed New York, enroute in convoy to Le Havre, France. She broke convoy for Spithead, England, on 14 September and sailed the next morning to arrive at Le Havre in the afternoon. After discharging a cargo of aviation gasoline and Army medical stores, she departed Le Havre on 20 September, returning to Spithead, England, the same day. On 22 September 1918 she shifted to Plymouth Harbor and took departure, enroute to New York.

At 8:50 a.m., 29 September (43°-40'N; 37°-42'W), she sighted German submarine U-152 at a distance of 5000 yards off her port beam. Her forward gun opened fire at once and was immediately joined by the after gun as she steered a northerly course, keeping the submarine directly astern. Twenty-one shots from the after gun had the effect of keeping the enemy at a distance. Although no direct hits were obtained many were extremely close and kept the enemy in radical maneuvers.

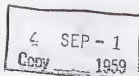
At 9:05 a.m., a six-inch shell from the submarine pierced the after deck, broke the exhaust pipe to the steering gear, and destroyed the after magazine. The after gun was now useless except for two powder charges which remained on the gun deck and the explosion enveloped the whole after part of the ship in flames. One man was overcome by shell shock and fumes and another of the crew was badly burned by the exploding powder. The fires were brought under control as GEORGE G. HENRY continued the battle, using her forward gun by sheering while the enemy kept just out of range. Six smoke screens were put over the side and under this protection, GEORGE G. HENRY had relief from the enemy's gunfire for some fifteen or twenty minutes. However, the submarine came past the weather side of the smoke after this time and shrapnel exploded close aboard. Fourteen men were hit by flying fragments but none were seriously wounded. At 10:15 a.m., the remaining two shots from the after gun were fired and about ten minutes later the enemy ceased fire and gave up the chase.

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HISTORY OF SHIPS NAMED DU PONT

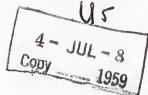
There have been three ships of the Navy named in honor of Rear Admiral Samuel F. DuPont, U. S. Navy.

Samuel Francis DuPont was born 27 September 1803 at Bergen Point, New Jersey, and appointed Midshipman 19 December 1815. He subsequently served in the Mediterranean Squadron, in the West Indies, and off the coast of Brazil. During the Mexican War he commanded the U. S. sloop CYANE and received the thanks of congress for distinguished service in leading a landing force to relieve the besieged Garrison at San Jose, Lower California, on 14 February 1848. During the Civil War he commanded the South Atlantic Blockading Squadron and led the Naval forces which participated in the capture of Port Royal, South Carolina, in November 1861, again receiving the thanks of congress. Rear Admiral DuPont died at Philadelphia, Pennsylvania, 23 June 1865 and was buried in the family cemetery near Wilmington, Delaware.

The first DU PONT, Torpedo Boat Number 7, was built by the Herreshoff Manufacturing Company of Bristol, Rhode Island. Her keel was laid in February 1896 and she was launched 30 March 1897 under the sponsorship of Miss Lillian Converse, daughter of Commander George A. Converse, USN. DU PONT had an overall length of 175 feet, 6 inches; extreme beam, 17 feet 9 inches; mean draft, 4 feet, 8 inches; displacement, 165 tons; designed speed, 27.5 knots and designed complement of 4 officers and 20 men. She carried four 1-pounders and three 18-inch Whitehead torpedo tubes.

USS DU PONT was placed in commission at the Naval Torpedo Station, Newport, Rhode Island, 23 September 1897, under the command of Lieutenant (jg) Spencer S. Wood, USN. She operated along the east coast, carrying dispatches and making practice cruises with Cadets and Naval Reservists, until the outbreak of the Spanish American War in late April 1898. During the war she carried dispatches for ships lying at Dry Tortugas and Key West, and the fleet operating around Cuba. She also performed picket duty outside the fleet off Key West and patrol duty off Matanzas and Santiago, Cuba. On 3 August she steamed from Guantanamo for New York, arriving 9 August. On 4 November 1898 she proceeded to Newport, Rhode Island, where she was placed out of commission 9 November. DU PONT was stationed at Newport for several years, out of commission but ready for use, and was employed from time to time in experimental and training duties. From 1901 to 1909 she was based at Norfolk in the Reserve Torpedo Flotilla with two intervening tours of duty in commission, from September 1903 to September 1904 as a training ship at the Naval Academy, and from June 1905 to June 1906 operating with the Coast Squadron on the Atlantic coast and in the Gulf of Mexico. On 14 May 1909 DU PONT was recommissioned and after cruising along the coast with the

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HISTORY OF USS ASCELLA (AK 137)

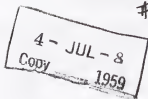
USS ASCELLA (AK 137), a cargo ship, was named for a star. She was built for the Maritime Commission by the California Shipbuilding Corporation of Wilmington, California. Originally the SS GEORGE C. YOUNT, she was launched 4 February 1943 under the sponsorship of Mrs. E Rickenbacker, and transferred to the Navy on 30 November 1943 for conversion to a cargo ship by the Matson Navigation Company. The ship was commissioned as USS ASCELLA (AK 137) at the Hunter's Point Shipyard, San Francisco, on 7 January 1944, Lieutenant Commander Alexander Kusebauch, USNR, in command.

ASCELLA arrived at the Naval Supply Depot of Oakland, California, on 9 January 1944 to load commissioning supplies, dry provisions, stores, and ammunition. After structural firing tests and gunnery practice in local areas near San Francisco, she departed that port on 21 January and arrived at Pearl Harbor, 30 January 1944, to discharge her cargo. That same day the pre-invasion bombardment of Kwajalein in the Marshall Islands was commenced by United States battleships and cruisers of the FIFTH FLEET.

On 3 February 1944 ASCELLA shifted to Berth 29 at Honolulu where she loaded a general cargo for the Army garrison, newly established on Kwajalein, and embarked seven Army officers for transportation. She got underway on 10 February and put into the Kwajalein Anchorage on 18 February to discharge 3500 tons of cargo at an hourly rate of 13.77 tons, completing this task before the noon hour of 1 March. Three days later she sailed for Pearl Harbor where she delivered three damaged LCMs brought from Kwajalein. She returned to the Naval Supply Depot at Oakland, California, 23 March 1944, loading 6400 tons of cargo which included paint, equipment, general supplies and dry stores. On 1 April 1944 she received eighty-three Navy passengers and steamed for Hawaii. After debarking her passengers at Pearl Harbor she loaded ammunition and armory equipment, then received forty-four Navy men aboard for transportation to Majuro Atoll, Marshall Islands.

On 22 April 1944 ASCELLA arrived in Majuro Lagoon where she provisioned ships of Vice Admiral Mitscher's East Carrier Task Force FIFTY-EIGHT, including the famed aircraft carrier ENTERPRISE (CV 6). She also provided quarters for her Navy officer passengers until 4 May when they left for duty aboard carriers LEXINGTON and CABOT, and destroyer THE SULLIVANS. On 6 June she shifted to the Namur Anchorage of Roi Island, transporting 47 Marines of the 15th Anti-aircraft Battalion, Corps Artillery for duty on that island. After loading defective ammunition and empty shell cases, she embarked fifty-one Navy men and took departure on 21 June for Honolulu where she discharged her cargo and debarked 24 of her passengers. She returned to the Naval Supply Depot at Oakland, 11 July 1944, debarking her remaining passengers, then commenced loading dry stores and provisions for general issue to the Fleet.

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HISTORY OF SHIPS NAMED ETHAN ALLEN

The U. S. Bark, ETHAN ALLEN, built at Boston, Massachusetts, in 1859 was purchased by the Navy on 23 August 1861 for \$27,500.

Ethan Allen, known for his role in securing the recognition of Vermont as a separate state, was born 10 January 1737 or 1738 in Litchfield, Connecticut, the oldest son of Joseph and Mary Baker Allen.

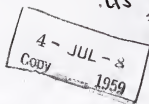
Little is known of his youth; he is said to have been preparing for college when his father died in 1755. During the French and Indian War, he served at Fort William Henry in 1757, and by 1769 probably was resident in the New Hampshire Grants, the name then given to Vermont. Here controversy between New York and New Hampshire, both of which claimed the Vermont area, led to petty warfare against settlers from New York. This fighting, on the Vermont side, was carried on by the Green Mountain Boys, organized in 1770 with Ethan Allen as "colonel commandant". His effectiveness is witnessed by the 20 pound reward placed on his head by Governor Tryon of New York in December 1771, a bounty increased to 100 pounds in March 1774.

At a meeting of Vermont leaders at Westminster in April 1775, Allen was appointed to a committee to draw up a remonstrance to the King, but the news of the Battle of Lexington diverted local interest temporarily. Allen and his Green Mountain Boys were ordered to take Fort Ticonderoga in concert with a force from Massachusetts commanded by Benedict Arnold. The capture was achieved without bloodshed 10 May 1775.

In September 1775, Allen headed an expedition to Canada, and here was captured during an attempted surprise attack on Montreal. Held prisoner for two years, some of which time was spent in England, Allen was exchanged at New York 6 May 1778, and was given the rank of brevet colonel by George Washington.

Taking no further part in the Revolution, Allen returned to Vermont and participated in local affairs. In September 1778, he presented Vermont's claims to separate statehood to the Continental Congress, but without success. Given the rank of major-general in the Vermont militia, he resumed the raids on New York settlers, and in July 1780 received a letter which opened a correspondence with General Haldimand, commander of the British forces in Canada. This correspondence led to the implication of Allen and his brothers Ira and Levi in an attempt to negotiate a treaty making Vermont a province of Great Britain. It is not known whether this attempt was genuine, or simply a device to force Congress to recognize Vermont as a separate state.

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HISTORY OF SHIPS NAMED BAINBRIDGE

Three ships, including our first destroyer, have honored Commodore William Bainbridge.

William Bainbridge was born at Princeton, New Jersey, 4 May 1774. His education was an excellent one, but formal schooling ended in his fifteenth year, when his family yielded to his pleadings and allowed him to go to sea aboard a Philadelphia merchantman. His merchant career was impressive; early showing skill in seamanship and the qualities of command, these attributes along with his vigorous personality and education led to rapid advancement. A chief mate at eighteen, he recovered his ship and rescued his captain from the hands of mutineers by a display of sheer fearlessness and dash, and was rewarded with command of the ship when not yet twenty. He commanded vessels in the European trade until 1798, proving his skill and resourcefulness on many occasions. In 1796, his ship HOPE was attacked by a British privateer in double his force in the West Indies, but Bainbridge succeeded in forcing the Britisher to strike his flag after a fierce engagement.

Bainbridge was commissioned lieutenant commander in the naval service in 1798, when threatening war with France caused the expansion of the Navy. Commanding RETALIATION, 14 guns, he cruised to the West Indies in September, and later commanded NORFOLK in the same area, engaged in convoy duty, and in blockading enemy privateers, one of which he captured. He returned to New York in August 1799, and 2 May 1800 just short of his twenty-sixth birthday was promoted to captain, at that time the highest naval rank.

Bainbridge proved his skill in diplomacy when assigned in the summer of 1800 to command of GEORGE WASHINGTON, and dispatched for negotiations with the Dey of Algiers. Acting in protection of American interests, he ransomed American seamen imprisoned by the Dey. Forced by threats of retaliation to carry an embassy from the Dey to his overlord, the Sultan of Turkey, he impressed the Turks greatly in this first contact with the young American Republic. His was the first naval vessel to carry the American flag into the Mediterranean. His conduct of this delicate mission won him retention in the naval service, although ranked twenty-eighth of the twenty-nine captains from whom nine were selected.

He returned to the Mediterranean in command of ESSEX with Commodore Dale's squadron in 1802, and sailed again to the Mediterranean to join Commodore Preble's squadron in 1803 commanding PHILADELPHIA. After capturing several Barbary corsairs and rescuing their American prisoners, he chased

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HISTORY OF SHIPS NAMED PATRICK HENRY

One ship, a confederate sidewheel steamer, has been named in honor of the great revolutionary statesman, Patrick Henry.

Patrick Henry was born in Hanover County, Virginia, on his father's tobacco plantation 29 May 1739. Following a classical education from his father, he became a clerk in a crossroads store at fifteen, entered a partnership with his brother in a similar business at sixteen, failed at seventeen, and upon his marriage at eighteen, established a farm. Farming proved unsuccessful, as did another attempt at store-keeping, and so Patrick Henry turned to the study of law, and was admitted to the bar in April 1760.

He proved highly successful in the practice of law, and in the "Parsons Case" in 1763, which hinged upon the British disavowal of local practice and laws, warned against the dangerous encroachment of the Crown upon the rights of Virginia freeman, creating a reputation for himself throughout the colony. He entered the Virginia House of Burgesses 20 May 1765, representing the frontier region, and in a number of tense situations, came to the leadership of the frontier counties in their opposition to the more conservative representatives of the tidewater. Henry's spectacular abilities as an orator were displayed soon after his entry into the House, when on 29 May he introduced resolutions opposing the Stamp Act, including one which claimed for Virginia complete legislative independence. These resolutions, widely circulated throughout the colonies, made Henry a national figure.

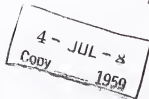
Upon the dissolution of the Virginia Assembly in 1774, Henry led the group which met at the Raleigh Tavern 27 May to call for a continental congress. Henry took an active part in this congress when it convened in Philadelphia in September. When the Virginia Assembly, once more dissolved, met in unofficial session 20 March 1775 to determine the colony's position in the face of increasing British resistance to demands for self-government, Henry stirred the assemblage with his demands that the state prepare to defend herself, in the speech ending with his most famous statement, "I know not what course others may take, but as for me, give me liberty or give me death!"

In the Second Continental Congress, he aided in the formulation of legislation establishing a continental army, and he himself, as colonel of the first Virginia regiment, became commander-in-chief of the Virginia forces. Urged by his followers to concentrate his talents in the field of statesmanship, he resigned his commission, and when the Virginia Convention met 6 May 1776, led the drafting of the state's constitution and the passing of resolutions urging the Continental Congress to declare independence. On 29 June he was elected Virginia's governor, for the first of five terms in that office. As governor, he dispatched the expedition under George Rogers

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HISTORY OF SHIPS NAMED HOUSTON

Three ships of the Fleet have been named for the city of Houston, Texas.

The first HOUSTON (AK 1), a cargo ship, was the former German vessel SS LIEBENFELS owned by the Hansa Line of Bremen, Germany, and scuttled by her crew in the harbor of Charleston, South Carolina, 1 February 1917. The vessel was salvaged by United States authorities, towed to the Charleston Navy Yard, and delivered to the Commandant, 20 March 1917. She was taken over by the Navy under authority of Executive Order of 22 May 1917 and renamed HOUSTON for the city of Houston, Texas.

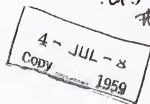
HOUSTON's overall length was 392 feet; breadth, 50 feet, 9 inches; normal displacement, 9000 tons; mean draft, 25 feet, 4 inches; speed, 10.5 knots; complement, 10 officers and 134 men. She was armed with four 3-inch 50 caliber guns and two machine guns.

After fitting out in the Charleston Navy Yard, HOUSTON was placed in commission 3 July 1917, Lieutenant Commander W. H. Lee, USNRF, in command. She was assigned to the trans-Atlantic transport service and departed Charleston on 11 July to load a cargo of coal and oil at Hampton Roads, Virginia, then steamed to New York where she joined a convoy sailing for France, 7 August 1917. She arrived at Brest on 25 August; unloaded part of her cargo, then proceeded to Queenstown, Ireland, and discharging other cargo. She sailed for the United States on 13 September and touched at Hampton Roads before arrival at Philadelphia on 2 October, loading coal, depth charges, automobiles and general supplies. She sailed with a convoy from New York on 17 October and steamed by the way of Penzance, England, departing that port 5 November to discharge her cargo at the French ports of St. Nazaire, Nantes, and Brest.

HOUSTON remained in European waters until the middle of February 1918, transporting coal from Wales to various ports in France for use of the Army. On 15 February 1918 she departed Milford Haven, Wales, delivering a cargo of coal at Ponta Delgada, Azores Islands, before arrival at New York, 22 March 1918. After upkeep and repairs at New York, she departed 3 May with more cargo for France. By 18 November she had made three voyages from New York to various ports in France and return, transporting radio station equipment, motor trucks, portable houses, airplanes, ammunition, Army stores and general supplies. On 15 December 1918 she sailed from New York with general cargo for the west coast.

Assigned to the Naval Transportation Service, HOUSTON made four voyages from the east to the west coast and return, terminating her last voyage at New York, 14 April 1921. Her principal ports of call during this service

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HISTORY OF SHIPS NAMED REDWING

Two ships of the Fleet have carried the name of the redwing, the European thrush so prevalent in the United States.

The first REDWING (ARS-4) was built as AM-48, a minesweeper, by Baltimore Dry Dock and Shipbuilding Co., Baltimore, Md. Her keel was laid 5 August 1918 and she was launched 7 June 1919 under the sponsorship of Mrs. Fred A. Plagemann, the wife of the prospective commanding officer.

REDWING's overall length was 187 feet, 10 inches; breadth, 35 feet, 6 inches; normal displacement, 950 tons; mean draft, 9 feet, 9 1/2 inches; speed, 14 knots; complement, 5 officers and 67 men. She was armed with two 3-inch .50 caliber guns and two machine guns.

REDWING was commissioned 17 October 1919 under the command of Lieutenant F. A. Plagemann, USN. She operated out of New York City on various training missions until 14 April 1922 when she was placed out of commission at New York. Early in 1924, she was placed in service and sailed to Norfolk, Va., where she was transferred to the United States Coast Guard 24 May 1924. Commissioned 11 October 1924 as USCGC REDWING, a cruising cutter, she operated out of New York and Boston until 19 November 1928. She sailed 7 December 1928 for permanent duty at Astoria, Oregon, arriving 29 January 1929. Remaining there until 1941, except for various patrols, REDWING returned to the east coast and was transferred back to the Navy 29 August 1941. Her designation was changed to ARS-4, and she entered Brooklyn Navy Yard for her conversion to a submarine rescue vessel.

Recommissioned 28 October 1941 under the command of Lieutenant (junior grade) Martin Conrad Sibitsky, USN, REDWING conducted shakedown training and, following a post-shakedown availability, reported to Commander-in-Chief, U. S. Atlantic Fleet, 20 November 1941. Departing New York the same day, she arrived at Argentia, Newfoundland, 23 November, and six days later, steamed to join Task Force 4, dropping anchor in Reykjavik, Iceland, 9 December 1941.

REDWING remained in Icelandic waters until 9 August 1942 performing towing and limited salvage services. One of the oddest salvage jobs of the war came her way in January 1942. Shortly after New Year's Day, a partially loaded gasoline barge belonging to Polling Brothers, New York, broke away from her moorings in New York harbor and drifted out to sea. She was washed ashore a few miles from Reykjavik near the end of the month after a journey of some 2400 miles. REDWING salvaged the wandering traveler so adroitly that not "one drop of the precious cargo was spilled".

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HISTORY OF USS SPOONBILL (MSC-202)

SPOONBILL (MSC-202) is the first ship of the Fleet to bear the name of various wading birds related to the ibises whose bill is greatly extended and flattened at the tip.

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The keel of SPOONBILL was laid 2 November 1953 at Tampa Marine Co., Tampa, Fla. She was launched 3 August 1954 under the sponsorship of Mrs. Albert N. Springer, wife of the President of the Blue Stack Tug Line of Tampa, Fla.

Commissioned 14 June 1955 under the command of Lieutenant (junior grade) Arthur P. Ismay, USN, SPOONBILL was attached to Mine Division 47, Mine Squadron 4, U.S. Mine Force, Atlantic Fleet. Steaming from Tampa 25 June she conducted shakedown off Charleston until 26 July, then arrived at Key West 1 August to operate under Commander, Fleet Training Group. Returning to Charleston 26 August she continued training and testing in evaluation of this new unit of the Fleet - the non-magnetic minesweeper.

Following a post-shakedown availability at Rawles Brothers' Shipyard, Jacksonville, Fla., from 22 October to 28 November, SPOONBILL returned to Charleston.

Steaming from Charleston 3 February 1956, SPOONBILL reported for duty with the U.S. Naval Schools, Mine Warfare, Yorktown, Va. She remained on this duty for the remainder of the year, embarking students for daily cruises to participate in minesweeping operations and engaging in training with various fleet units. She steamed to Richmond, Va., for Armed Forces Day 19 May, holding visiting hours for the public. On 7 June she received a formal visit from Vice Admiral Ruge, Defense Minister of the Republic of West Germany. From 18 to 20 July she was engaged with TE 89.0.5.2 in Operation HIDEAWAY, a minesweeping exercise.

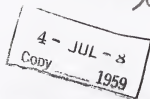
SPOONBILL steamed from Yorktown 8 January 1957, visited Boston, and arrived at Argentia, Newfoundland, 15 January where she operated in TG 46.9 in fleet exercises. She returned to Charleston 7 February, undergoing a short availability at Brooklyn Naval Shipyard enroute. She remained at Charleston operating from the Naval Minecraft Base until 12 June when she departed for Savannah, Ga., holding public visiting hours from 13 to 17 June, then continuing on to Jacksonville, Fla., to embark Commander, Mine Squadron 4 for transfer to Charleston, arriving 19 June. Her operations there included exercises with units of the Canadian and Pakistanian Navies.

On 22 July she steamed for Guantanamo Bay for training until 20 August, returning to her home port via Fort Lauderdale, Fla.

SPOONBILL departed Charleston 4 February 1958 for the west coast. She visited Key West 7 February, transited the Panama Canal 11 February,

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HISTORY OF USS PIERRE (PC-1141)



USS PIERRE (PC-1141), a 173-foot submarine chaser, was named for the city of Pierre, South Dakota. Commissioned as the USS PC-1141, her name was assigned on 15 February 1956.

USS PIERRE was built by the Defoe Shipbuilding Corporation of Bay City, Michigan. She was placed in commission 23 December 1943 at New Orleans, Louisiana, under the command of Lieutenant (jg) J.T. Weber, USNR.

PIERRE had an overall length of 173 feet, 8 inches; extreme beam, 23 feet; limiting draft, 7 feet, 7 inches; trial speed of 20.2 knots; and a designed complement of 4 officers and 61 men. She was armed with one 3-inch .50 caliber gun and one single 40 millimeter anti-aircraft mount.

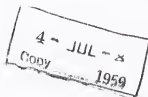
After fitting out at the Naval Station, PIERRE departed New Orleans 6 January 1944 and arrived three days later at the Submarine Chaser Training Center, Miami, Florida. Shakedown training off Miami was followed by alterations at the Merrill Stevens Drydock Company of Miami until 13 February when she departed for further training while based at the Fleet Sonar School, Key West. She was assigned duty under Commander Gulf Sea Frontier and performed escort for convoys operating in the Gulf of Mexico and between Key West, Miami and Cuba. On 13 May she sailed from Key West as a part of the escort for a convoy which reached New York on 18 May 1944.

PIERRE was assigned duty under Commander Eastern Sea Frontier and based her operations from the Naval Frontier Base, Tompkinsville, New York, until 18 June 1945. She made twelve escort voyages from New York to Guantanamo Bay and return, 31 May 1944-10 May 1945, also transporting military passengers during this service. After a general overhaul at the Marine Basin Company and the Naval Frontier Base, she departed New York with four other submarine chasers on 18 June 1945, enroute to San Diego by way of Guantanamo Bay, Cuba, and the Panama Canal.

PIERRE reached San Diego on 9 July 1945, then steamed independently from that port to arrive at the Pearl Harbor Navy Yard on 25 July for duty with the Service Force, U.S. Pacific Fleet. On 7 August she got underway as escort unit of a convoy which arrived at Kwajalein Atoll, Marshall Islands, 17 August 1945. She remained in the Marshalls through 12 February 1946, conducting air-sea rescue patrol off Kwajalein and Roi Islands and standing by for long range air-sea rescue work. She departed Kwajalein on 12 February 1946 and arrived at the Mare Island Navy Yard on 17 March for upkeep, followed by refresher training while based at San Francisco, California.

PIERRE sailed from San Francisco on 15 June 1946 for brief operations at Pearl Harbor (21 June-10 July), then steamed to Pago Pago Harbor, Tutuila, Samoa Island, arriving 15 July 1946. A unit of Service Division 11 of the

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HISTORY OF SHIPS NAMED LEXINGTON

Five ships of the Fleet have been named to commemorate the famous Revolutionary War Battle at Lexington, Massachusetts, 19 April 1775.

The first LEXINGTON, a 16-gun brig, was the former yellow-trimmed armed brig WILD DUCK which had been employed by the Maryland Committee of Safety to bring a cargo of powder for use of the Continental Army from St. Eustatius in the West Indies to Philadelphia.

In March 1776, Robert Morris, Pennsylvania's member on the Marine Committee of the Continental Congress, stated that a "Maryland armed brig now is in Philadelphia" and urged the members to consider buying immediately and "send her to fight" a British warship reported cruising in the Delaware Capes area. On 13 March 1776 the Marine Committee notified the Maryland Committee of Safety that they would purchase WILD DUCK for use by the Continental Navy under the authority of the Act of 13 October 1775. Her name was changed to LEXINGTON and she was immediately turned over to Wharton and Humphrey, Philadelphia Ship Builders, for fitting out.

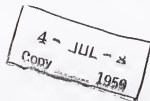
LEXINGTON measured 86 feet between perpendiculars and 24 feet, 6 inches, in breadth. She was armed with fourteen 4-pounders, two 6-pounders, and twelve swivels. Captain John Barry was appointed to her command.

On 24 March 1776 LEXINGTON was loaded with powder, much of it the same cargo she had brought north, and the following day a pile of small arms and cutlasses were passed out to her crew. In the early morning of 26 March the final enlisted man signed the shipping articles and LEXINGTON got underway with a complement of 110 officers and men.

While cruising off the Chesapeake Bay, 7 April, LEXINGTON fell in with British sloop EDWARD, 8 guns, a tender to the British frigate LIVERPOOL. The two ships engaged for about an hour and EDWARD struck her colors after being shattered "in a terrible manner" with a number of her crew killed and wounded. Captain Barry had two men killed and two wounded during the engagement. He placed a prize crew aboard EDWARD and she was sailed to Philadelphia.

Captain Barry continued to cruise in LEXINGTON along the coast without finding British men-of-war until about 5 May, then slipped past the British frigates ROEBUCK and LIVERPOOL, as well as their tenders, and moored at the shipyards of Wharton and Humphrey for refitting. On 20 May 1776 she was underway down the river to Chester, Pennsylvania to join the Continental brig REPRISAL, 16 guns, and seven days later the two vessels, with sloop HORNET, were at sea off Cape May. The billowed sails of British frigate

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HISTORY OF SHIPS NAMED ALBANY

Four ships of the Fleet have been named for Albany, the capital city of New York.

The first ALBANY, a sloop-of-war, was built by the New York Navy Yard. Her keel was laid in 1843 and she was launched 27 June 1846. Her overall length was 163 feet, 6 inches; breadth, 32 feet, 2 inches; tonnage, 1064; depth of hold, 17 feet, 3 inches; complement, 210 officers and men. She was armed with four 8-inch smoothbore rifles and eighteen 32-pounder rifles.

ALBANY was placed in commission 6 November 1846, Captain S. L. Breese, USN, in command. On 26 November she sailed to join Commodore Conner's Home Squadron in the Gulf of Mexico. During the Mexican War she took part in the operations against Vera Cruz, Tuxpan, and Tobasco, frequently sending officers and men to man the naval batteries on shore. She sailed for Hampton Roads on 11 July 1847 and was sent to Boston for repairs. Commander J. Kelley took ALBANY on her second cruise, departing 10 October 1847 for the West Indies, carrying Mr. Barton and Mr. Clay, United States Charge d'Affaires to Chile and Peru. She landed the diplomats at Chagres, 8 November 1847, and cruised with the Home Squadron in waters of the West Indies and Central America until her return home in September of 1848. She made a third and similar cruise with the Home Squadron, 15 November 1848 - 21 July 1852, under successive command of Commander V. M. Randolph and Commander C. T. Platte, USN.

On 29 November 1852 ALBANY, under command of Commander J. T. Gerry, again sailed from Boston to join the Home Squadron in the West Indies. After cruising for several months, she returned to New York where she was refitted and put to sea 12 December 1853, bound for the West Indies. She was in the Pensacola Navy Yard for repairs, 30 May - 28 June 1854, then resumed operations among the numerous ports in the West Indies and along the coast of Central America. On 28 September 1854, Commander J. T. Gerry wrote from Aspinwall (Colon), Panama, informing the Department that the ALBANY would sail under his command the next day, for New York. When much time had elapsed without further word being received, the steamer PRINCETON left Pensacola in search of ALBANY on 21 November, running down the coast of Cuba off the islands of Little Caymans and Cayman's Brac, then by the way of Kingston, Jamaica, and Aspinwall to Key West. The steamer FULTON also made a rapid and searching cruise for ALBANY, departing Norfolk on 30 December 1854 to run through the Bahama and Caribbean Islands along the Spanish Main to Aspinwall, off Nicaragua and Jamaica as well as sighting various Keys on the way, then off Balize, Honduras, and along the coast of Yucatan to Havana before return to Norfolk on 5 April 1855. Not the slightest

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HISTORY OF USS MIDWAY (CVA-41)

USS MIDWAY (CVA-41), an attack aircraft carrier, is named to commemorate the Battle of Midway, 3-6 June 1942, one of the decisive battles of history that had far reaching and enduring results on the Pacific war.

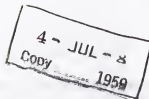
Midway, an atoll of two islands at the northwest tip of the Hawaiian Islands Chain, was saved to become an important submarine base for operations into the western Pacific. Likewise saved was Hawaii, the great bastion from which attacks were carried into the South Pacific and Japan itself. Of greatest importance was the crippling of Japan's carrier striking force, a severe blow from which she never recovered. With four large aircraft carriers and a cruiser at the bottom of the sea went some 250 planes along with a high percentage of her most highly trained and battle experienced carrier pilots. The great victory in the Battle of Midway spelled the doom of Japan.

USS MIDWAY, originally designed a large aircraft carrier (CVB-41), was built by the Newport News Shipbuilding and Dry Dock Company of Newport News, Virginia. Her keel was laid 27 October 1943 and she was launched 20 March 1945, under the sponsorship of Mrs. Bradford William Ripley, widow of naval aviator Lieutenant Ripley, II, USNR, and daughter of ex-Governor James M. Cox of Ohio. The ship was placed in commission at the Norfolk Navy Yard on 10 September 1945, Captain Joseph F. Bolger, USN, in command. Assistant Secretary of the Navy, Artemus L. Gates was the principal speaker for the commissioning ceremony and hailed the carrier as representing "a great milestone in our naval history". Also on hand as a speaker was Lieutenant George Gay, USNR, sole survivor of the carrier HORNET's famed Torpedo Squadron Eight which pressed home attacks on enemy carriers off Midway, 4 June 1942, despite overwhelming opposition by enemy fighter planes.

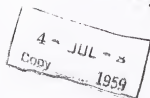
MIDWAY remained in the Norfolk Navy Yard for fitting out until 12 October 1945 when she commenced operations from Norfolk. At 1324, 22 October 1945, she landed her first aircraft aboard, a Chance-Vought Corsair (F4U-4) fighter, and at 1630 she catapulted the first plane from her deck. After visiting New York, 24-30 October, to celebrate Navy Day, she departed Norfolk on 7 November 1945 for shakedown training while based at Guantanamo Bay, Cuba. She returned to Norfolk on 13 December 1945 for alterations, followed by exercises in the area of the Virginia Capes and the Chesapeake Bay. On 20 February 1946, Rear Admiral J.H. Cassady, USN, hoisted his flag in MIDWAY and she became the flagship of Carrier Division ONE, U.S. Atlantic Fleet.

On 1 March 1946, MIDWAY got underway from Norfolk as flagship for "Operation Frostbite", a cold weather cruise for testing equipment in the frigid region of the North Atlantic extending over an ocean area some 500 miles in diameter between Greenland, Labrador and the Hudson Strait. Flanked by three destroyers and a fleet oiler, she conducted tests which revealed the actual

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SHIP'S HISTORY SECTION



HISTORY OF SHIPS NAMED CONVERSE

Two destroyers of the United States Navy have been named in honor of George Albert Converse. He was born 13 May 1844 in Norwich, Vermont, and was appointed to the United States Naval Academy 29 November 1861. Alternately serving on the European Station and at the Torpedo Station between 1865 and 1896, he was one of the pioneers in the introduction of electricity aboard men-of-war, in experiments with smokeless powder, and in the construction of torpedo boats. He commanded MONTGOMERY during the Spanish-American War, and took an active part in operations off the coast of Cuba with Admiral Sampson's Squadron. His next command was ILLINOIS, and in 1903 as a rear admiral, he became Chief of the Bureau of Equipment, serving later as Chief of the Bureau of Ordnance and Navigation. He died in Washington, D. C., 29 March 1909.

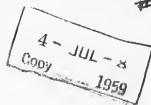
The first CONVERSE (DD 291) was launched 28 November 1919 by Bethlehem Shipbuilding Corporation, Squantum, Massachusetts, and was sponsored by Miss Edith Converse Colt, a granddaughter of Rear Admiral Converse. CONVERSE displaced 1215 tons. Her length was 314 feet five inches; beam 31 feet 8 inches; draft, 9 feet 4 inches; speed 35 knots; complement 120 officers and men. She was armed with 4 four-inch and 2 three-inch guns, and carried 4 21-inch torpedo tubes. CONVERSE was placed in commission 28 April 1920, with Lieutenant Commander E. G. Haas as her first captain.

CONVERSE reported to the Atlantic Fleet, and was assigned to Destroyer Division 42, Squadron 3. She was placed in reserve 11 June 1920, and operating with fifty percent of her complement, conducted Naval Reservist training cruises in New England waters. Still in reserve, she had duty as a test ship for the Arma gyrocompass, and after 15 November 1921 operated with Destroyer Division 26, Squadron 9, Scouting Fleet. Resuming full commission 1 July 1922, she operated along the east coast and in Caribbean waters, conducting fleet tactics and maneuvers, and engaging in gunnery and engineering competitions.

CONVERSE sailed for Newport 18 June 1924 for duty with U. S. Naval Forces, European Waters. She made calls at Antwerp, Amsterdam, Cherbourg, and Southampton, and returned to New York 16 July 1925.

CONVERSE conducted Naval Reservist training during the summers of 1926 and 1927, cruising to Newport and the Caribbean twice each year. From 23 February 1927, she also had duty in connection with the installation of the Flettner rudder at Philadelphia Navy Yard, continuing tests throughout the year.

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HISTORY OF USS MARCHAND (DE 249)

USS MARCHAND (DE 249), an ocean escort vessel, is named in honor of Fireman First Class Roy Joseph Marchand, United States Navy.

Roy Joseph Marchand was born in Crandall, Mississippi, 17 September 1920. He enlisted in the Navy as an Apprentice Seaman, 18 October 1939, at the Navy Recruiting Station, New Orleans, Louisiana. After service at the Naval Training Station, Norfolk, Virginia, he had successive duty in cruisers USS SAN FRANCISCO, USS BOISE, and destroyer HENDERSON. On 2 March 1940 he was transferred to the Fleet oiler USS PECOS (AO 6), advancing in rate to Fireman First Class on 16 November 1940. Marchand was posthumously awarded the Silver Star Medal for gallantry and intrepidity in action, 1 March 1942, when enemy planes launched from the Japanese aircraft carrier SORYU, attacked and sank the USS PECOS in the vicinity of Christmas Island. Assigned as pumper on the number three .50 caliber anti-aircraft gun, he courageously remained at his post until bomb fragments put the pumping system out of commission, then acted as messenger for the Commanding Officer until fatally wounded.

USS MARCHAND (DE 249) was built by the Brown Shipbuilding Company of Houston, Texas. Her keel was laid 30 December 1942 and she was launched 30 March 1943, under the sponsorship of Mrs. Charles D. Marchand, mother of Fireman First Class Roy Joseph Marchand, USN. The ship was placed in commission at Houston, 8 September 1943, Lieutenant Commander G. F. Lynch, U. S. Coast Guard, in command.

MARCHAND departed Houston on 14 September for Galveston, Texas, clearing that port on 24 September for shakedown training by the way of New Orleans to waters off Bermuda. She sailed from Bermuda on 29 October and entered the Charleston Navy Yard on 31 October 1943 for alterations, followed by a visit to Norfolk, 11-12 November, and anti-submarine warfare exercises while based at Quonset Point, Rhode Island. On 20 November 1943 she arrived at Provincetown, Massachusetts, and became the flagship of Escort Division TWENTY. After service as target ship for training operations of Torpedo Squadron 13 and a brief period of upkeep in the Brooklyn Navy Yard, she sailed to base her operations from Norfolk, Virginia, arriving 12 December 1943.

The flagship of Escort Division 20, MARCHAND sailed from Norfolk on 14 December 1943 as escort for a convoy which was turned over to British warships in the Straits of Gibraltar 2 January 1944. She then set course for Casablanca, French Morocco, arriving 7 January and departing the next day to pick up a convoy in the Straits of Gibraltar for escort to New York where the convoy arrived, 24 January 1944.

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HISTORY OF SHIPS NAMED MACDONOUGH

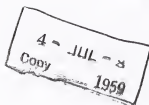
Three ships of the Fleet have been named in honor of Commodore Thomas Macdonough, U. S. Navy.

Thomas Macdonough was born 31 December 1783 at a hamlet called "The Trap" (now Macdonough), Delaware. After a limited early education, he entered the Navy as midshipman 5 February 1800, and cruised to the West Indies in GANGES. Ordered to CONSTITUTION, he cruised to the Mediterranean 22 October 1801 - 24 May 1803, and upon his return was ordered to PHILADELPHIA in which he returned to the Mediterranean. A member of the prize crew which took the captured MIRBOKA to Gibraltar, he escaped the fate of PHILADELPHIA's crew, imprisoned by the Tripolitans, and upon rejoining the squadron off Tripoli was ordered to ENTERPRISE. He became a close friend of his commanding officer, Stephen Decatur, and served with him in the daring dash into the harbor of Tripoli to burn the captured PHILADELPHIA. In 1805, he became first lieutenant of ENTERPRISE, and then of SIREN, in which he returned to America.

After duty assisting Isaac Hull in the construction of gunboats, he served as first lieutenant of WASP in 1807 and 1808, and 31 March 1809 was ordered to ESSEX. In September 1809, he was assigned command of all gunboats in Connecticut and Rhode Island. After a furlough, which he spent in the merchant service, he was assigned to CONSTITUTION 12 July 1812, but in August was detached and assigned command of all vessels at Portland, Maine. On 12 September 1812 he was designated commander of the naval forces on Lake Champlain, and arrived at the lake early in October. During the winter season, he made preparations to engage the British, whose strategy was a southward thrust to connect with forces which would come north from New York, thus separating the New England states from the rest of the country. Both sides strengthened their forces, on the lake and on land, but in the summer of 1813, the British made only one parry toward the south, which was repulsed. When the cruising season opened in 1814, Macdonough had 14 vessels, chief of which was his flagship SARATOGA and many of which he had constructed. The British force, however, was superior in number and tonnage of vessels, ordnance, and manpower. On 11 September 1814, the British began their push down the lake, vanguarding an army advance which was planned to sweep down through the valley of the lake and into the Hudson Valley. Macdonough arrayed his ships in Plattsburg Bay on the flank of this movement, thus forcing the British not only to engage them, but to confront the American ships with their bows first, subject to the raking fire of Macdonough's broadsides. This planning bore fruit in the battle which ensued. Superior gun-handling, along with skillful maneuvering aided by springs which had been carefully prepared in advance, enabled Macdonough to win a decisive victory. This victory on Lake Champlain was one of the most significant

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HISTORY OF USS HENLEY (DD 391)



USS HENLEY (DD 391), a destroyer, was named in honor of Captain Robert Henley, U. S. Navy.

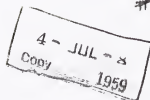
Robert Henley was born in James City County, Virginia, 5 January 1783, and was appointed a Midshipman, 8 April 1799. He participated in the engagement between USS CONSTELLATION and LA VENGEANCE, 2 February 1800, and commanded one of the divisions of gunboats manned from the crew of the CONSTELLATION in the boat attacks on the British frigates lying in Hampton Roads, 1812. He received the thanks of Congress and a gold medal for especially gallant service in the Battle of Lake Champlain, 11 September 1814, when he led the American line as master commandant of the USS EAGLE, flagship of Captain MacDonough. Captain Henley died at Charleston, South Carolina, 7 October 1828.

USS HENLEY (DD 391) was built by the Mare Island Navy Yard, Vallejo, California. Her keel was laid 28 October 1935 and she was launched 12 January 1937 under the sponsorship of Miss Beryl Henley Joslin, great-great-grandniece of Captain Robert Henley, U. S. Navy. The ship was placed in commission at Mare Island on 14 August 1937, Lieutenant Commander H. Y. McCown, USN, in command.

HENLEY departed San Francisco on 8 November 1937 for shakedown training cruise to Portland, Oregon, and the Hawaiian Islands, returning to the Mare Island Navy Yard on 13 December 1937 for alterations and acceptance trials. On 2 April 1938 she sailed from Mare Island to join the Fleet in Hawaiian waters, returning to base at San Diego, 28 April 1938, for exercises on the western seaboard of the United States. On 21 June 1938 she entered the Mare Island Navy Yard for installation of Ordnance, then steamed to base her operations at San Diego, arriving 12 September 1938, and became a unit of Destroyer Division 11, Battle Force.

On 4 January 1938 HENLEY got underway from San Diego to transit the Panama Canal for participation in Fleet battle problems and maneuvers in the Caribbean Sea, visiting Jacksonville, Florida, before return to San Diego on 12 May 1939. She was in upkeep status in the Mare Island Navy Yard, 15 July - 19 September 1938, then resumed operations and Fleet exercises along the coast and in the Hawaiian area with units of Division 7, Squadron 4, Battle Force, based at San Diego. She underwent overhaul in the Puget Sound Navy Yard, 6 December 1940 - 8 February 1941, and sailed from San Diego on 14 April 1941 to base her operations at Pearl Harbor as a unit of Destroyer Division 7, Squadron 4, U. S. Pacific Fleet.

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HISTORY OF SHIPS NAMED CLAXTON

Two ships of the Fleet have been named for warranted Midshipman Thomas Claxton, United States Navy.

Claxton, born in Baltimore, Maryland, was warranted a midshipman in the U. S. Navy 17 December 1810. Midshipman Claxton was mortally wounded in the Battle of Lake Erie 10 September 1813 and died at Erie, Pennsylvania, 17 October 1813. A sword was awarded by Congress to his nearest male relative in recognition of his gallant conduct.

The first CLAXTON (DD 140) was launched 14 January 1919 by Mare Island Navy Yard; sponsored by Mrs. Frederick W. Kellogg; and commissioned 15 September 1919, Lieutenant Commander F. T. Leighton in command.

CLAXTON had an over-all length of 314 feet 5 inches; extreme beam, 31 feet 9 inches; standard displacement, 1060 tons, mean draft, 8 feet 8 inches; designed speed, 35 knots; designed complement, 5 officers and 95 enlisted; primary armament, four 4-inch 50 caliber guns, one 1-pounder, two 3-inch, three .30 caliber; twelve 21-inch torpedo tubes.

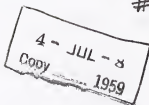
CLAXTON was assigned to Destroyer Division 17, Squadron 4, U. S. Pacific Fleet, and operated on the Pacific Coast until placed out of commission at San Diego, California, 18 June 1922.

Recommissioned 22 January 1930 she served with Destroyer Squadrons, Battle Fleet, on the west coast until 15 February 1931. From February 1931 until March 1932 she was attached to the Eighth Naval District at New Orleans, Louisiana, and served with the Training Squadron, Scouting Fleet, on Naval Reservist cruises. She resumed operations with Destroyer Squadrons at San Diego until returning to the east coast with NROTC units aboard in the summer of 1933.

She operated in Cuban waters with the Special Service Squadron investigating conditions in that troubled area, from September 1933 to 30 January 1934 when she was placed in Rotating Reserve Squadron 19 at Charleston Navy Yard. CLAXTON rejoined the squadron 26 November 1934 and operated in Caribbean waters until 25 October 1934, when she reported to Destroyer Squadron 10, Battle Force, for fleet activities and training. During 1936-1937 she was attached to the Naval Academy and made three coastal cruises.

Designated for duty with Squadron 40-T 14 May 1937, she sailed from Norfolk in September with MANLEY arriving at Gibraltar 30 October 1937 to operate in Spanish waters until 1 November 1938 when she returned to Norfolk. In January 1939 she resumed duty with Destroyer Squadron 10 at the Naval Academy.

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HISTORY OF U. S. SLOOP-OF-WAR KEARSARGE

USS KEARSARGE, a steam sloop-of-war, was named for Mount Kearsarge, Vermont. She was built by the Portsmouth Navy Yard, New Hampshire, and launched 11 September 1861, under the sponsorship of Mrs. McFarland, of Concord, New Hampshire, wife of the editor of the Concord Statement.

KEARSARGE had a length of 201 feet, 4 inches; beam, 33 feet, 10 inches; displacement of 1,550 tons; draft of 14 feet, 3 inches; depth in hold of 16 feet; and a complement of 163 officers and men. She was armed with two 11-inch Dahlgren guns, four 32-pounder guns of 42 centerweight, and one 30-pounder rifle.

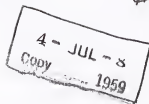
KEARSARGE was placed in commission at the Portsmouth Navy Yard on 24 January 1862 under the command of Captain Charles W. Pickering, USN. She sailed from Portsmouth, 5 February 1862 under orders to search in European waters for CSS SUMTER and to capture all vessels laden with munitions of war or contraband. Arriving off Algeciras, Spain, 7 March, via Funchal and Cadiz, KEARSARGE joined USS TUSCARORA and INO in blockading CSS SUMTER at Gibraltar. Because of being blockaded and unable to obtain coal, the Confederate cruiser was abandoned and sold at Gibraltar in December 1862.

KEARSARGE received repairs at Cadiz, November 1862 - March 1863, and on 8 April 1863, Captain John A. Winslow relieved Captain Pickering of command. She continued to cruise in search of the enemy, calling at ports of Spain, France, Holland, Ireland, the Canaries, Madeira and Western Islands. Arriving at Cherbourg, France, 14 June 1864, KEARSARGE found the Confederate cruiser ALABAMA, under command of Captain Raphael Semmes, CSN, and immediately took up a blockading position off the Harbor.

On the morning of 19 June 1864, at 10:20 a.m., ALABAMA steamed out of the western entrance of Cherbourg Harbor to accept the challenge of the U. S. Sloop-of-War. She was escorted beyond the three mile limit of neutral waters by the French ironclad COURONNE and followed at a distance by the English yacht DEERHOUND.

In an attempt to lure ALABAMA from shore, so that if disabled she could not return to port, Captain Winslow headed KEARSARGE seaward until reaching a point seven miles off the coast, then turned to close the Confederate cruiser. This maneuver had barely taken place when ALABAMA sheered to present her starboard battery, and as KEARSARGE closed within a mile, the Confederate cruiser opened with a full broadside. By the time KEARSARGE had closed to within 900 yards, a third broadside had been fired by ALABAMA but the only effect was slight damage to rigging on the U. S. Sloop-of-War. KEARSARGE sheered and opened fire as she came broadside to broadside with the

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HISTORY OF USS KIOWA (ATF 72)

USS KIOWA (ATF 72) bears the name of a tribe of American Indians who at one time resided in the upper Yellowstone and Missouri, but later moved southward. Spanish records mention them as early as 1732. Non-agricultural, unsettled, warlike and predatory, the Kiowa often joined the Comanches in raids on other tribes as well as Mexican, Texan, and American settlers. About 1600 of the tribe survive on an Oklahoma reservation.

KIOWA was built by the Charleston Shipbuilding and Drydock Company, Charleston, South Carolina. Her keel was laid 22 June 1942, and she was launched 5 November 1942. She was sponsored by Mrs. Hilda Howe Edwards, daughter of Captain A. G. Howe, USN (Retired).

KIOWA was placed in commission at Charleston 7 June 1943, with Lieutenant William O. Kuykendall, USN, in command. Her history since then is the story of the Navy's small auxiliaries. Hardy, tough, and ready for any job, KIOWA and her sisters are lilliputian alongside a cruiser and almost invisible alongside today's giant carriers, but they play a vital role in the Navy's operations. Her duty from the beginning is the tale of indispensable contributions to the fighting ships of the Navy and the other vessels which carry out the Navy's mission of seapower for security.

KIOWA conducted shakedown and anti-submarine training off Key West, Florida, and then reported to the Norfolk Navy Yard for alterations and repairs. She sailed from Norfolk for Argentia, Newfoundland, reporting there 4 August 1943 for her first tour of duty. At Argentia, KIOWA met another new ship, one destined to make quite a name for herself. This was IOWA (BB 61), then preparing for action. KIOWA towed targets for the new battleship, aiding her gunners in their attainment of the efficient performance expected of a first-line fighting ship. IOWA made the headlines, but the men of KIOWA could share in the satisfaction of her accomplishments, for without KIOWA and the other small auxiliaries, the battleships could not fulfil their role.

At Argentia, KIOWA proved herself skillful in all kinds of towing duty, and there was plenty for her to do, moving vessels and all sorts of floating equipment in the local area. KIOWA was trained for other vital functions, including salvage and rescue, and the sight of the perky little tug coming up over the horizon cheered several crews during her time at Argentia. One of her more dangerous assignments was a call to assist SS EMPIRE MANOR, abandoned and afire off the coast of Newfoundland. Putting to sea 28 January 1944, KIOWA stood by with two Canadian naval vessels, which finally sank the merchantman by shelling, after work alongside the stricken vessel was held too dangerous.

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HISTORY OF SHIPS NAMED COLUMBUS

There have been three ships of the Navy named COLUMBUS. The first two were named for Christopher Columbus, the Italian explorer who discovered America, while the present COLUMBUS is named for the city of Columbus, Ohio.

The first COLUMBUS was purchased by the Continental Congress in November 1775. Her original complement was 220 officers and men, including 60 marines, and she was armed with 24 guns. Her first commanding officer was Captain Abraham Whipple.

She sailed from the Delaware River 17 February 1776 as a unit of Commodore Esek Hopkins' fleet, taking part in the capture of New Providence Island, Bahama Islands, on 3 March. After loading much-needed military stores seized at forts on the Island, the fleet sailed for New London. The return voyage was uneventful until 4 April, when COLUMBUS captured the British six-gun schooner HAWK near Block Island. This was followed by an unsuccessful engagement with the British 20-gun ship GLASGOW on the night of 5 April, during which COLUMBUS had one man wounded. The fleet arrived at New London 8 April 1776.

Later in 1776 COLUMBUS made another cruise during which she captured four prizes. Difficulties in procuring equipment and men kept her in port most of 1777 and 1778. On 1 April 1778 she was chased ashore on Point Judith, Rhode Island, by a British Squadron and burned by her crew to prevent her capture.

The second COLUMBUS, a Ship-of-the-Line, was built by the Washington Navy Yard. Her keel was laid in June 1816 and she was launched 1 March 1819. She had a length of 191 feet, 10 inches; beam, 52 feet; tonnage, 2,480 tons; depth, 21 feet, 10 inches; and a complement of 780 officers and men.

COLUMBUS was placed in commission 29 November 1819 under the command of Master Commandant John H. Elton, USN. On 28 April 1820 she departed Norfolk, Virginia, for the Mediterranean where she served as flagship for Commodore William Bainbridge. She returned to Boston 23 July 1821 and was laid up in ordinary at Boston Navy Yard until 1842.

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HISTORY OF USS LIPAN (ATF 85)

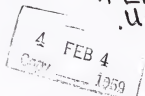
USS LIPAN (ATF-85), a fleet ocean tug, is named for the Lipan Indian Tribe, one of the Athapascan linguistic stock to which the general name Apache was applied. The Lipan formerly ranged over eastern New Mexico and western Texas, southeastward as far as the Gulf of Mexico. They were noted raiders throughout Texas, New Mexico, and Mexico.

USS LIPAN, originally classified an ocean-going tug (AT-85), was built by the United Engineering Company of San Francisco, California. Her keel was laid 30 May 1942 and she was launched 17 September 1942 under the sponsorship of Miss Jean Kell, daughter of Captain C. O. Kell, USN. The ship was placed in commission on 29 April 1943 when Lieutenant F. W. Beyer, USN, assumed command. She departed San Francisco on 14 May for training in the area of Puget Sound and returned to San Francisco for post-shakedown overhaul on 10 June 1943. After a voyage to Seattle and return (8-17 July), LIPAN performed tow service between San Pedro and San Francisco, California.

On 28 August 1943 LIPAN departed San Francisco with three lighters in tow for Espiritu Santo, New Hebrides Island, arriving 2 October 1943. Thereafter she made three voyages to Florida, Solomon Islands, towing craft and barges to Tulagi Harbor and Port Purvis. She sailed from Espiritu Santo on 20 November and after taking tow of two fuel barges at Noumea, New Caledonia, arrived at Lunga Point, Guadalcanal, Solomon Islands, 6 December 1943. She performed regular towing service in the area of the Solomon Islands until 10 May 1944, transporting freight and ammunition between the various ports, beaches, and harbors of Guadalcanal; Florida; New Georgia; Vella Lavella; Treasury; and Russell Islands. During this service she also made a voyage to Emirau Island in the Bismarck Archipelago (16-24 April), towing PAG-4 and a barge loaded with net gear. She was redesignated a fleet ocean tug, effective 13 April 1944, when her hull classification was changed to ATF-85. While at Guadalcanal on 10 May 1944 she was assigned as a unit of Rear Admiral L. F. Riefsnider's Southern Transport Attack Group 53.2. After maneuvers and Fleet landing exercises the Task Group departed Guadalcanal on 4 June and arrived at Kwajalein Atoll, Marshall Islands, 8 June 1944.

LIPAN sailed with Rear Admiral Riefsnider's Task Group on 12 June, expecting to assault Guam in the Marianas Islands. The Guam landings were postponed when the Japanese Mobile Fleet closed the Marianas, and the Task Group stood off at sea east of Saipan until 25 June, returning to Eniwetok Atoll on 3 July 1944.

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HISTORY OF SHIPS NAMED TOPEKA

Two ships of the Fleet have been named for Topeka, the capital city of Kansas.

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The first TOPEKA (PG 35), a gunboat, was built under the name of DIOGENES by G. Howaldt of Kiel, Germany, in 1881. She was purchased by the Navy on 2 April 1898 from the Thames Iron Works of London, England. Her over-all length was 259'4"; beam, 35'; normal displacement, 2255 tons; mean draft, 17'8"; and main battery of six 4-inch guns. Her complement in 1899 was 14 officers and 153 men.

On 19 April 1898 TOPEKA sailed from England with Lieutenant John J. Knapp, USN, in charge. She arrived at New York where Lieutenant Commander William S. Cowles, USN, assumed command, 3 May 1898. After fitting out at New York she steamed for the Caribbean, taking part in the blockade of Cuba from 11 July to 15 August 1898. During this duty she assisted in the capture of Spanish sloop DOMINGO AURELIO at Nipe Bay, Cuba, on 17 July 1898. She also took part in the action of 21 July which resulted in the capture of Port Nipe and the sinking of Spanish cruiser JORGE JUAN. She made another cruise in the Caribbean (27 Nov 1898 - 28 Jan 1899), returning to Boston where she was placed out of commission, 28 February 1899.

TOPEKA was commissioned on 15 August 1900 and departed New York on 27 September on a cruise to the western Mediterranean. She returned to Hampton Roads on 4 March 1901 and underwent repairs in the Norfolk Navy Yard. On 25 May 1901 she arrived at Port Royal, South Carolina, where she first served as station ship. She subsequently became a training ship and made a cruise to the Caribbean in the late spring and summer of 1902. Returning to Norfolk, she sailed on 10 December 1902 for duty with the Caribbean Squadron, returning to Charleston, South Carolina, 1 March 1903. She was assigned duty with the Training Squadron of the North Atlantic Fleet, conducting tests of wireless telegraphy equipment with cruises along the Atlantic coast and in the Caribbean until 23 April 1905. She then joined the Second Squadron of the U. S. Atlantic Fleet for duty in Dominican waters, protecting American lives and property during a civil disturbance in the Dominican Republic. On 21 August 1905 she returned to Portsmouth, New Hampshire, being placed out of commission on 5 September 1905. Thereafter she served as a prison and station ship at the Portsmouth Navy Yard. In June 1916 she was towed to New York.

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HISTORY OF USS FRYBARGER (DE 705)

USS FRYBARGER (DE 705), an escort vessel, is named in honor of Private First Class Raymond Frybarger, Jr., U. S. Marine Corps Reserve.

Private Frybarger was born at Toledo, Ohio, on 22 April 1923. He enlisted in the Marine Corps Reserve at Toledo, 22 April 1940, and commenced active duty at Camp Perry, Ohio, 7 July 1940. He was subsequently stationed at Quantico, Virginia; Guantanamo Bay, Cuba; and Parris Island, South Carolina. On 3 June 1941 he returned to Quantico and was transferred to New River, North Carolina, on 26 September 1941. Promoted to Private First Class on 23 January 1942, he commenced service in the field on 17 June 1942. Private Frybarger was posthumously awarded the Navy Cross for extraordinary heroism and outstanding courage during action against enemy Japanese forces at Guadalcanal, Solomon Islands, 14 September 1942. He fearlessly exposed himself to relentless enemy fire in defense of an airport, maintaining his effective rifle fire until he was killed in action. His valiant fighting spirit and unyielding devotion to duty were instrumental in preventing a flank movement by the enemy and contributed to the staunch defense of an important position.

USS FRYBARGER was built by the Defoe Shipbuilding Corporation of Bay City, Michigan. Her keel was laid 8 November 1943 and she was launched 25 January 1944 under the sponsorship of Miss Carol Jean Frybarger, sister of Private Frybarger.

On 11 April 1944 FRYBARGER departed Bay City with a pilot of the building yard at the conn and seven of her prospective engineering crew aboard. From Chicago, she was towed down the Mississippi River to New Orleans where she was outfitted by the Precommissioning Detail at the Naval Station. She was placed in commission on 18 May 1944 when Lieutenant Commander Gifford C. Ewing, USNR, assumed command. On 29 May she sailed for shakedown training cruise to Bermuda where she suffered casualty to a boiler on 13 June 1944. Repairs were made in the Boston Naval Shipyard (17 Jun - 1 Jul) and she resumed shakedown training at Bermuda on 6 July 1944.

On 18 July 1944 FRYBARGER departed Bermuda as escort for USS MERRIMACK and arrived at Norfolk on 20 July. She was assigned to Escort Division 60 under Task Force 63 for duty as trans-Atlantic escort to Bizerte, North Africa. On 25 July she sailed as one of the escorts for convoy UGS-49 which passed through the Straits of Gibraltar on 9 August to arrive at

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HISTORY OF USS TAWAKONI (ATF 115)

USS TAWAKONI (ATF 115), a fleet tug, is named for an Indian tribe in Texas. She was built by the United Engineering Company of Alameda, California. Her keel was laid 19 May 1943 and she was launched on 28 October 1943 under the sponsorship of Mrs. R. F. Parker, wife of Lieutenant Commander Parker, USN. The ship was placed in commission at Alameda on 15 September 1944, when Lieutenant Commander C. L. Foushee, USN, assumed command.

TAWAKONI departed Alameda on 1 October 1944 for shakedown training out of San Pedro until 3 November and after post-shakedown repairs, arrived at San Francisco on 28 November. She departed for the Pacific on 30 November and arrived at Pearl Harbor 12 December 1944. With a barracks ship and gasoline barge in tow, she departed Pearl Harbor on 4 January 1945, enroute to the Marianas Islands. She touched at Eniwetok in the Marshall Islands and at Ulithi, Caroline Islands, before arrival at Saipan on 7 February 1945, reporting for duty as a unit of the Fifth Fleet. She arrived off Iwo Jima on 19 February to assist the damaged minelayer GAMBLE and remained off the invasion beaches for retraction, towing, and salvage operations to amphibious landing craft. She opened fire on enemy planes during the enemy raids of 23 and 24 February. The next day she suffered slight damage when heavy surf pounded her against LST-785 during beaching assistance to that vessel. She continued salvage and towing operations at Iwo Jima until 16 March 1945. After towing LSM-59 to Tanapag Harbor, Marianas Islands, she arrived at Ulithi on 23 March for duty as a unit of Task Group 51.1. Damage suffered at Iwo Jima was repaired in drydock and she sailed on 27 March to arrive off Okinawa on 1 April 1945. During the next four days she retracted landing craft from the invasion beaches, also retrieving barges, bouys, and launching skids. The evening of 6 April she was ordered from Kerama Retto to the assistance of destroyer BUSH (DD-529) some 50 miles north of OKINAWA.

As TAWAKONI prepared to get underway she opened fire on a suicide plane which crashed alongside a nearby LST. Another suicide plane was splashed with the assistance of two destroyers as she cleared the transport area. Within the hour her gunners set fire to an enemy aircraft which dived on TAWAKONI but was splashed clear with the assistance of gunfire from two destroyers. When she closed BUSH, two enemy planes peeled off astern and came in low on the water for suicide runs. TAWAKONI made a quick turn to avoid the first plane which crossed over her bridge, below

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HISTORY OF USS GYATT (DDG-1)

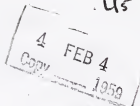
USS GYATT (DDG-1), a guided missile destroyer, is named in honor of Private Edward Earl Gyatt, United States Marine Corps, who was born 4 September 1921, at Syracuse, New York. He enlisted in the Marine Corps at Syracuse on 28 January 1942 and was killed in action while serving with the First Marine Raider Battalion during the seizure of Tulagi, Solomon Islands, on 8 August 1942. He was posthumously awarded the Silver Star Medal for gallantry and intrepidity in action on the night of 7-8 August 1942. Private Gyatt reported the approach of a hostile counter-attack and with utter disregard for his own personal safety, remained at his post, inflicting a heavy toll upon the infiltrating Japanese until killed by an enemy hand grenade.

USS GYATT (DD-712) was originally built as a destroyer by the Federal Shipbuilding and Dry Dock Company of Kearny, New Jersey. Her keel was laid 7 September 1944 and she was launched 15 April 1945 under the sponsorship of Mrs. Hilda Morrell, mother of Private Gyatt. The ship was placed in commission at the New York Navy Yard on 2 July 1945 when Commander A. D. Kaplan, USN, assumed command.

GYATT departed New York on 25 July 1945 for shakedown training cruise to Guantanamo Bay, Cuba, returning to the New York Navy Yard on 3 September for post-shakedown overhaul. She visited Baltimore for the Navy Day celebrations (24-30 October), then sailed via Norfolk for operations with aircraft carriers in the Gulf of Mexico while based at Pensacola, Florida. During this duty she trained air officers and aviation cadets in shipboard indoctrination and made a brief visit to the respective ports of Corpus Christi, Texas, and Mobile, Alabama. She departed Pensacola on 18 March and returned to Norfolk on 21 March 1946.

From 18 March 1946 to 10 November 1947 GYATT based her operations from Norfolk. Ports of call along the eastern seaboard included New York, Boston, Baltimore and Newport with two visits to the Marine Corps School of Quantico, Virginia, for the instruction of Marine Officers in shore bombardment procedures. Two distant cruises were made during this period. On the first cruise she sailed on 19 April for intensive training with units of the Eighth Fleet. She first operated with carriers off Cape Henry thence to waters of Cuba and Trinidad to participate in simulated landing and shore bombardment exercises before return to New York on 27 May 1946. She underwent overhaul in the Boston Naval Shipyard from 30 October 1946 to 13 January 1947. On her second cruise she departed Norfolk

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HISTORY OF USS HADDOCK (SS 231)

USS HADDOCK (SS 231) was built by the Navy Yard, Portsmouth, New Hampshire. Her keel was laid 31 March 1941 and she was launched 20 October 1941 under the sponsorship of Mrs. William Henry Allen, wife of Rear Admiral Alllen, U.S.N. The ship was placed in commission on 14 March 1942 under the command of Lieutenant Commander Arthur H. Taylor, USN.

HADDOCK remained at Portsmouth for fitting out until 16 May 1942 and after test firing of torpedoes on the range at Newport, Rhode Island, arrived at New London on 20 May for training operations in local areas. She sailed for the Pacific on 19 June and arrived at Pearl Harbor on 16 July 1942. She departed for her first war patrol on 28 July, being the first submarine to go on war patrol equipped with search radar. This device enabled her to "see in the dark" and could indicate the enemy vessel's bearing, range and category. Night still cloaked the hunting submarine but no longer provided a cover for enemy shipping. This patrol was conducted in the vicinity of the Bonin Islands and the East China Sea.

On 12 August 1942 HADDOCK made a surface attack for one hit on a freighter which promptly manned stern guns and kept going while correcting a 20-degree list. HADDOCK trailed at full speed on the surface until the advent of a dark moonless night when she brought her search radar into play and closed for a second attack. Two timed explosions were heard as the enemy opened with stern guns and gave a frantic whistle. HADDOCK found no trace of the target when she surfaced but official confirmation of a sinking could not be made. While off Amami O'Shima the night of 13 August she sank an unidentified transport of estimated 4000 tons. Survivors were observed to take to boats as the target sank (26-07N; 121-29E). In the Formosa Straits before daybreak of 26 August she missed target with four stern shots but swung hard and brought her bow tubes to bear for a hit which sank cargo ship TEINSHUM MARU (2,251 tons) by the stern (27-05N; 121-23E). After patrol off Okinawa, HADDOCK returned to Midway for refit on 19 September 1942.

HADDOCK's second war patrol was conducted in the Yellow Sea of Japan. She departed Midway on 11 October 1942. Three stern shots missed a large freighter on 31 October and the enemy stood off undamaged before HADDOCK could obtain another set-up. About midnight she commenced "hide-and-seek" with the moon, trailing two freighters and destroyer escort during the bright periods and closing in as the moon went behind a cloud. This chase became a losing game as the moon rose high and the clouds dispersed, causing

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HISTORY OF USS OKLAHOMA CITY (CLG-5)

USS OKLAHOMA CITY (CLG-5), a guided missile light cruiser, is named for the capital city of Oklahoma. She was originally built as the light cruiser OKLAHOMA CITY (CL 91) by William Cramp and Sons of Philadelphia, Pennsylvania. Her keel was laid 8 December 1942 and she was launched on 20 February 1944 under the sponsorship of Mrs. Anton H. Classen, who came to Oklahoma City the year of its founding, arriving the day before Thanksgiving, 1899. The wife of one of the outstanding city builders, her philanthropies in behalf of the cultural, educational and civic growth of Oklahoma City were many and important.

OKLAHOMA CITY was placed in commission on 22 December 1944 under the command of Captain C. B. Hunt, USN. On 27 January 1945, she departed Philadelphia for training operations in the Chesapeake Bay, thence via Norfolk for shakedown training cruise to the Gulf of Paria, Trinidad, British West Indies. She returned to Philadelphia on 11 March for post-shakedown repairs and sailed 9 April 1945 for training exercises while based at Guantanamo Bay, Cuba. On 19 April she arrived at Cristobal Harbor, Canal Zone, and reported for duty to the Commander-in-Chief, U. S. Pacific Fleet. She departed Balboa on 21 April and arrived at Pearl Harbor on 2 May 1945, reporting for duty to Commander Cruisers, Pacific. She conducted local operations in the Hawaiian area until 22 May when she sailed for Ulithi, arriving 1 June 1945.

On 4 June 1945 OKLAHOMA CITY departed Ulithi in company with BON HOMME RICHARD and two days later made rendezvous with carrier task group 38.1 including flagship HORNET. On 8-9 June, she screened carriers during strikes on Kancoya and Sakishima Gunto in support of Okinawa Campaign, returning to San Pedro Bay, Leyte, Philippine Islands, on 13 June. Two days later she departed in company with escort carrier FANSHAW PAY to resume strikes against Sakishima (18-20 June), returning to San Pedro Bay on 25 June 1945. She was again assigned as a screening unit of the carrier task group 38.1 and sailed 1 July 1945 for strikes against the Tokyo area (10 July) thence off Northern Honshu and Hokkaido (14-17 July). On 18 July she formed a bombardment group with cruisers ATLANTA, TOPEKA, DAYTON, and destroyer units for a surface sweep to the entrance to Sagami Wan and took part in the bombardment of Nojima Cape. She rejoined the carrier task group on 20 July for continued air operations against the Japanese home islands until the end of hostilities on 15 August 1945.

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HISTORY OF USS MANLOVE (DE 36)

USS MANLOVE (DE 36), a destroyer escort vessel, was named in honor of Electrician Arthur Cleon Manlove, U. S. Navy.

Electrician Manlove was born in Tipton, Indiana, on 19 March 1901. He enlisted in the Navy on 28 August 1923 and accepted Acting appointment as Electrician on 17 September 1935 while serving in heavy cruiser HOUSTON. He was appointed a warrant officer aboard heavy cruiser AUGUSTA on 4 December 1936 and later served in battleship COLORADO. He reported for duty aboard battleship ARIZONA on 3 November 1941 and perished with the loss of that vessel during the Japanese attack on Pearl Harbor, 7 December 1941.

USS MANLOVE (DE 36) was built by the Navy Yard, Mare Island, California. Her keel was laid 24 February 1943 and she was launched on 28 July 1943, under the sponsorship of Mrs. Glenola Mildred Manlove, widow of Electrician Manlove.

MANLOVE was placed in commission at San Francisco on 8 November 1943 when Lieutenant Commander J. P. Ingle, USNR, assumed command. She departed 25 November for shakedown training at San Diego and returned to San Francisco on 18 December for post-shakedown repairs. On 8 January 1944 MANLOVE sailed as one of the escorting units for a convoy enroute to Pearl Harbor, arriving 16 January.

MANLOVE remained at Pearl Harbor for local operations until 1 February 1944 then sailed as escort for MAUNA LOA (AE 8), enroute to Majuro with ammunition for replenishment of Fifth Fleet units engaged in the capture and occupation of the Marshall Islands. She arrived at Majuro Atoll in the Marshall Islands on 7 February and departed 11 February as part of the escort for the damaged battleship WASHINGTON for return to Pearl Harbor on 18 February 1943. The next day MANLOVE commenced training exercises in the Hawaiian area for men of the Sound School at Pearl Harbor, in company with CABANA (DE 260) and submarine S-28. On 28 February she became a unit of the escort for a convoy enroute to the Marshall Islands, arriving at Majuro Atoll on 5 March 1944 to operate as a unit of Task Force 57.

MANLOVE conducted anti-submarine patrol off Majuro until 22 March, then became part of a "hunter-killer" team to intercept a Japanese transport submarine which was reported to be bound with supplies for the enemy garrison on Wotje. While MANLOVE and PC-1135 conducted underwater

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HISTORY OF USS CANBERRA (CAG 2)

USS CANBERRA (CAG 2), a guided missile heavy cruiser, is named for the city of Canberra, Australia, commemorating the loss of the Australian cruiser HMAS CANBERRA in the First Battle of Savo Island, 9 August 1942.

CANBERRA was originally built as a heavy cruiser (CA 70) by the Bethlehem Steel Company of Quincy, Massachusetts. Her keel was laid 3 September 1941 and she was launched 19 April 1943 under the sponsorship of Lady Alice C. Dixon, wife of the Australian Minister to the United States. The ship was placed in commission at the Boston Navy Yard on 14 October 1943 under the command of Captain A. R. Early, USN.

On 25 November 1943 CANBERRA sailed on shakedown training cruise to Trinidad, British West Indies. She returned to Boston on 31 December for post-shakedown overhaul and departed for the Pacific on 14 January 1944. She embarked passengers at San Diego and arrived at Pearl Harbor on 1 February 1944.

CANBERRA conducted brief training operations in the Hawaiian area then steamed to take part in the capture and occupation of the Marshall Islands. On 14 February 1944, she made rendezvous with Vice Admiral Mitscher's famed Carrier Task Force 58 and became a screening unit of a carrier task group under the command of Rear Admiral Samuel P. Ginder in carrier SARATOGA. She operated with the task group for strikes against Eniwetok, Marshall Islands until that atoll was secured on 27 February. CANBERRA put into newly won Majuro Lagoon on 1 March then joined the YORKTOWN carrier task group at Espiritu Santo, New Hebrides Islands. On 23 March the task group sailed for carrier strikes on Palau, Yap, and Woleai Islands, returning to Majuro on 6 April 1944.

While at Majuro, CANBERRA became a screening unit of the ENTERPRISE carrier group and departed 13 April for air strikes against Hollandia and Wakde airfields, in support of the landings of General MacArthur's troops in New Guinea. On 29 April 1944 the task group commenced fighter sweeps against Truk. The next day CANBERRA joined Rear Admiral Jesse B. Oldendorf's Satawan Bombardment Group. At 1610 she commenced shelling that island, scoring 20-25 hits on the landing strip, and starting three fires, including one large oil fire. The bombardment group rejoined the carriers on 1 May for further strikes on Truk that same day and returned to Majuro on 4 May 1944.

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HISTORY OF USS MULBERRY (AN 27)

USS MULBERRY (AN 27), a net-laying ship, is named for a tree of the genus Morus which bears a berrylike fruit, usually dark purple and pleasantly acid. Originally classified as a Boom (Net) Tender (YN 22), MULBERRY was built by the American Shipbuilding Company of Cleveland, Ohio. Her keel was laid 18 October 1940 and she was launched 26 March 1941.

MULBERRY was placed in service on 1 November 1941 and assigned net maintenance duties under the Tenth Naval District while based at the Naval Net Depot, Guantanamo Bay, Cuba. Continuing in this duty she was placed in commission 19 December 1942, under the command of Lieutenant W. T. Holly, USNR, receiving 40 men from the Naval Net Depot as complement. She remained at Guantanamo Bay for net maintenance until early 1944. During this time she was redesignated a net-laying ship (AN 27), effective 20 January 1944. Several weeks later she steamed to conduct operations out of Adak, Alaska. She engaged in net tending and transported commissary stores and mail, making calls to Atka, Attu, Amchitka and Tanaga. She departed Adak on 12 April 1946, first making delivery of freight at Kodiak, then steamed via Hoonah Harbor, Port MacArthur and Ketchikan to arrive at the Puget Sound Naval Shipyard, Bremerton, Washington, 26 April 1946. She underwent overhaul in the Puget Sound Naval Shipyard and departed Seattle on 21 July with YC-837 in tow. After a brief call at Sitka, Alaska, (26-31 July), she returned to Kodiak, 2 August 1946. Operating from that port she carried light cargo and transported personnel to Afognak Island and to the ports of Chirikof, Sitka, and Juneau, Alaska. She departed Kodiak on 9 October as escort for YO-212, taking that vessel in tow while at sea on 12 October. She put into Sand Point the same day and immediately steamed to assist the merchant tug MANOK. While enroute on 13 October 1946 a sea leak grounded both generators and she was taken under tow of Coast Guard ship SURVEYOR for return to Sand Point the next day. She was subsequently towed via Dutch Harbor to Adak, Alaska, arriving 19 November 1946 for overhaul and repairs. She departed Adak on 31 January 1947 and arrived at Dutch Harbor on 3 February to load cargo. Departing 9 February she touched at Sand Point (10 February) and visited Kodiak (12-20 February). She then sailed for Seattle but suffered a breakdown on 23 February and was taken in tow by LSM-388 for repairs at Juneau, Alaska (24-27 February). She arrived at Seattle on 4 March and sailed four days later to arrive at San Francisco, 12 March 1947. After overhaul in the Terminal Island Navy Yard she commenced local training exercises at the U. S. Naval Net Depot, Tiburon, California, on 1 May 1947.

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HISTORY OF USS SARA THOMPSON (AO 8)

USS SARA THOMPSON (AO 8), an oiler, formerly the merchant tanker SS GUT HEIL, was built in 1888 by William Armstrong, Mitchell and Company, New Castle, England. She was acquired at New Orleans on 8 August 1918 by purchase from J. W. Thompson of New York City. She was renamed SARA THOMPSON at the request of her former owner on 7 September 1918.

SARA THOMPSON was placed in commission at New Orleans on 17 September 1918 when Lieutenant Commander Frederick S. Hayes, USNRF, assumed command. Assigned to the Naval Overseas Transportation Service, she loaded fuel oil at Baton Rouge and departed New Orleans on 22 September 1918. She discharged her cargo of oil at Bermuda (30 Sep - 2 Oct) and sailed for Port Arthur, Texas. Owing to an epidemic of influenza among her officers and crew, she was delayed at Key West, Florida (8-26 October) then continued to Port Arthur where she took on a cargo of fuel oil for delivery to Boston, Massachusetts. She arrived at Boston on 11 November and remained for repairs in the Boston Navy Yard until 7 December 1918.

After loading a cargo of oil at Hoboken, New Jersey, SARA THOMPSON departed New York on 11 December 1918. She discharged her cargo at Bermuda (15-17 December) then took on another cargo of oil at Port Arthur (25-28 December) for delivery to Boston. She returned to reload at Port Arthur (19-21 Jan 1919) and put into the New Orleans Naval Station for repairs, departing 9 February for Bermuda. She arrived at Bermuda on 15 February to discharge partial cargo and departed that port on 24 February, enroute to the Azores Islands.

SARA THOMPSON arrived at Ponta Delgada, Azores, on 4 March 1919 and relieved French tanker QUIVIELLY as Station Fuel Supply Ship. She continued in this duty as a unit of the Azores Detachment of U. S. Naval Forces in Europe until 7 September 1919 when she sailed for Cavite, Philippine Islands. She steamed via Gibraltar and the Suez Canal to arrive at Colombo, Ceylon on 16 October 1919. She replenished water and provisions at this port and arrived in Manila Bay on 9 November 1919 for permanent assignment as fuel storage ship. She remained for this duty while based at Cavite and on 20 March 1920, Lieutenant Commander Frederick S. Hayes, USNRF, was relieved by Lieutenant Commander J. M. Berman. During April 1920 she was sent to refuel units of Destroyer Division 13, Squadron 4, at Apra Harbor, Guam, Marianas Islands. She arrived at Apra Harbor on 25 April and returned to her base at Cavite on 7 May 1920.

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HISTORY OF USS HAMMERBERG (DE 1015)

USS HAMMERBERG (DE 1015) is named in honor of Boatswain's Mate Second Class Owen F. P. Hammerberg, USN.

Owen Francis Patrick Hammerberg was born 31 May 1920 at Daggett, Michigan. He enlisted in the Navy 16 June 1941 and subsequently served in battleship IDAHO and submarine chaser ADVENT. In 1944 he underwent instruction at the Deep Sea Diving School, Washington, D. C., and was assigned to duty with the Salvage Unit under Commander Service Force, Pacific Fleet, 5 October 1944. He lost his life during rescue operations at Pearl Harbor 17 February 1945.

Boatswain's Mate Hammerberg was posthumously awarded the Congressional Medal of Honor for his courage and gallantry in the rescue of two fellow divers on 15 February 1945. Disregarding all personal danger, he rescued one diver who had been trapped in a cave-in of steel wreckage while tunnelling under a sunken Landing Ship Tank. After this rescue, Hammerberg went even further under the buried hulk and while effecting rescue of the second diver, became pinned down by another cave-in and perished.

USS HAMMERBERG, an escort vessel, was built by the Bath Iron Works Corporation of Bath, Maine. Her keel was laid 12 November 1953 and she was launched on 20 August 1954 under the sponsorship of Mrs. Elizabeth Moss, mother of Boatswain's Mate Hammerberg. The ship was placed in commission at the Boston Naval Shipyard on 2 March 1955 under the command of Lieutenant Commander Murray E. Draper, USN.

HAMMERBERG departed Boston on 15 April 1955 and joined Escort Squadron TEN at Newport, Rhode Island, 16 April 1955. She departed on 9 May for shakedown cruise to Guantanamo Bay, Cuba, and returned to Newport on 17 July 1955. She underwent post-shakedown overhaul in the Boston Naval Shipyard (20 Jul - 30 Aug 1955) and returned to Newport for local type training. She departed Newport on 31 October to conduct anti-submarine warfare exercises for students of the Fleet Sonar School at Key West, Florida, and returned to Newport on 16 December 1955.

HAMMERBERG departed Newport on 30 January 1956 to participate in convoy exercises and training maneuvers with other units of Escort Squadron TEN. Ports of call during this duty included Miami, Florida; San Juan, Puerto Rico; and St. Thomas, Virgin Islands. She returned to Newport on 26 February and conducted another tour of service at Key West, Florida, (12 May - 26 June 1958). She returned to Newport on 1 July for local operations which included anti-submarine warfare exercises and tactics

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HISTORY OF USS DEALEY (DE 1006)

USS DEALEY (DE 1006) is named in honor of Commander Samuel D. Dealey, United States Navy.

Samuel David Dealey was born in Dallas, Texas, 13 September 1906. Upon graduation from the Naval Academy in June 1930 he was assigned duty in battleship NEVADA. In June 1934 he commenced instruction in submarines at New London, Connecticut, and subsequently had duty in submarines S-34, S-24, NAUTILUS and BASS. He was in command of submarine S-20 at the outbreak of World War II and assumed command of USS HARDER (SS 257) when that submarine was commissioned, 2 December 1942.

Commander Dealey was awarded the Navy Cross and three gold stars in lieu of identical awards for extraordinary heroism while commanding HARDER. In addition to the Presidential Unit Citation awarded that vessel, he also received the Congressional Medal of Honor for conspicuous gallantry and intrepidity at the risk of his life, above and beyond the call of duty during her Fifth War Patrol. During this patrol he first counter-attacked two destroyer escorts as they closed upon HARDER then penetrated the confined waters only six miles off the Japanese Fleet Anchorage of Tawi Tawi for daring attacks on two patrolling enemy destroyers. Upon clearing the scene of this action, HARDER was sighted by a large hostile fleet and Commander Dealey swung the bow of his submarine toward the lead destroyer, firing three torpedoes for a "down-the-throat" shot as he crashed-dived. Seconds later HARDER was rocked by the tremendous explosion of the enemy ship. Three enemy destroyers were officially confirmed sunk by HARDER in these actions. Commander Dealey perished with the loss of HARDER during her Sixth War Patrol. HARDER was believed to have been sunk by enemy depth charge attack on 24 August 1944, off the west coast of Luzon, Philippine Islands.

USS DEALEY (DE 1006), an ocean escort vessel, was built by the Bath Iron Works Corporation of Bath, Maine. Her keel was laid 15 December 1952 and she was launched on 8 November 1953 under the sponsorship of Mrs. Samuel D. Dealey, widow of Commander Dealey. The ship was placed in commission at the Boston Naval Shipyard on 3 June 1954 when Lieutenant Commander R. H. Rossell, USN, assumed command.

DEALEY departed Boston on 2 August 1954 and joined Escort Squadron TEN at Newport, Rhode Island, that same day. On 23 August she sailed on shakedown cruise to Guantanamo Bay, Cuba and Port-au-Prince Haiti, returning

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HISTORY OF USS LESTER (DE 1022)

USS LESTER (DE 1022) is named in honor of Hospital Apprentice First Class Fred F. Lester, U. S. Naval Reserve.

Fred Faulkner Lester was born in Downers Grove, Illinois, 29 April 1926. He enlisted in the U. S. Naval Reserve on 1 November 1943 and underwent training at the Hospital Corps School of San Diego, California, before reporting to the Fleet Marine Force. He was killed in action while serving with the Sixth Medical Battalion on Okinawa, 8 June 1945.

Hospital Apprentice Lester was posthumously awarded the Congressional Medal of Honor for conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty. Spotting a wounded Marine beyond the front lines after an assault against Japanese positions, he crawled toward the Marine under a concentrated barrage from enemy rifles and grenades. Although twice hit by enemy rifle fire, he succeeded in pulling the wounded man to cover. Too seriously wounded to administer aid, he instructed two of his squad in treatment of the rescued Marine. Realizing his wounds were fatal, he refused aid for himself and directed his men in the treatment of two other wounded Marines before he died.

USS LESTER (DE 1022), an ocean escort vessel, was built by the Defoe Shipbuilding Company of Bay City, Michigan. Her keel was laid 2 September 1954 and she was launched on 5 January 1956 under the sponsorship of Mrs. Fred W. Lester, mother of Hospital Apprentice Lester, USNR. The ship was floated down the Mississippi River to New Orleans, then sailed to Charleston, South Carolina, where she was placed in commission 14 June 1957 under the command of Lieutenant Commander Allan P. Slaaff, USN.

LESTER departed Charleston on 12 August on shakedown training while based at Guantanamo Bay, Cuba, then cruised from that port for calls at Jamaica, and Trinidad, British West Indies; San Juan, Puerto Rico; La Guaira, Venezuela; and Cartagena, Columbia. She returned to Charleston on 30 October 1957 and remained for post-shakedown overhaul until 20 December 1957. She arrived at Newport, Rhode Island, 22 December 1957, to join Escort Squadron FOURTEEN. She engaged in local exercises out of Newport until 8 February then sailed to take part in convoy and anti-submarine exercises extending off the coast of Florida. During this training cruise she visited Charleston, South Carolina, and Savannah, Georgia. On 17 February she steamed from Savannah to search for survivors of merchant ship BONITAS, rescuing two crew members of that ship from a life boat on 19 February. She transferred the survivors at Norfolk the following day and returned to Newport on 22 February to resume local operations.

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HISTORY OF USS HARTLEY (DE-1029)

USS HARTLEY (DE-1029) is named in honor of Rear Admiral Henry Hartley, United States Navy.

Henry Hartley was born in Bladensburg, Maryland, 8 May 1884. He enlisted in the Navy on 1 February 1901 and advanced through the ranks to receive his Lieutenant's commission 3 August 1920. He assumed command of submarine rescue vessel FALCON on 11 October 1924 and while serving in that duty, engaged in pioneer rescue and salvage of submarine S-51 during September 1925 and submarine S-4 in 1927. In recognition of his services in salvaging the two submarines, he was advanced thirty-five numbers by resolution of Congress and was awarded the Distinguished Service Medal and Navy Cross. He established the Deep Sea Diving School at the Navy Yard, Washington, D.C., serving as its first Officer-in-Charge (1928-1932). He served as Technical Aide to Rear Admiral Cyrus W. Cole during rescue and salvage operations on submarine SQUALUS in 1939, receiving letters of commendation from the President of the United States and Secretary of the Navy for his untiring devotion, courage, skill, and initiative during that duty. At the outbreak of World War II, he was in command of USS ARCTURAS engaged in Atlantic patrol. In September 1942, he took command of transport SUSAN B. ANTHONY and was awarded the Legion of Merit for outstanding service in that command during the amphibious invasion of Sicily. Detached in August 1943, he received a gold star in lieu of a second Legion of Merit for a highly efficient program in the development and supervision of the shakedown training for 93 vessels of the Atlantic Fleet. On 16 July 1944 he assumed command of USS CHESTER, flagship of Service Squadron TEN. He was awarded a Gold Star in lieu of a Third Legion of Merit for outstanding service in that command during effective bombardments of enemy bases on Wake Island, Marcus Island, Iwo Jima, Haha Jima and Okinawa; and also for participation as a Unit of Task Force 38.1 in the Battle for Leyte Gulf. In July 1945 he became Division Commander of Service Squadron TEN with the rank of Commodore. He was ordered detached in March 1946 and reported to the Navy Department, Washington, D.C. for temporary duty pending his retirement on 1 May 1947. Rear Admiral Hartley died at the U.S. Naval Hospital, Bethesda, Maryland, 6 March 1953.

USS HARTLEY (DE-1029), an ocean escort vessel, was built by the New York Shipbuilding Corporation of Camden, New Jersey. Her keel was laid 31 October 1955 and she was launched on 2 June 1956 under the sponsorship of Mrs. Henry Hartley, widow of Rear Admiral Hartley. The ship was placed in commission at the Philadelphia Naval Shipyard on 26 June 1957 when Lieutenant Commander C. N. Crandall, Jr., USN, assumed command.

HARTLEY departed Philadelphia on 2 August 1957 and sailed via Norfolk for intensive training exercises while based at Guantanamo Bay, Cuba. She departed Guantanamo on 4 October for a cruise which included visits to ports of Bridgetown, Barbados; Trinidad, British West Indies; St. Thomas,

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HISTORY OF USS SPIKEFISH (SS 404)

USS SPIKEFISH (SS 404) is named for the marlins or spearfishes in the fish family Istiophoridae. The name "Spikefish" is usually applied to the striped marlin of the Pacific, scientifically known as *Makaira mitsukurii*, occurring along the California coast and southward off the coast of Mexico, across the Pacific Ocean to Japan and New Zealand. The spikefish is conceded to be one of the most spectacular fighters taken on rod and reel and is often described as "jumping fireworks."

USS SPIKEFISH (SS 404), a submarine, was built by the Navy Yard, Portsmouth, New Hampshire. Her keel was laid on 29 January 1944 and she was launched on 26 April 1944 under the sponsorship of Mrs. Harvey Wilson Moore, Jr., widow of Lieutenant Moore who perished with the loss of submarine PICKEREL in 1943. The ship was placed in commission on 30 June 1944 when Commander N. J. Nicholas, USN, assumed command.

SPIKEFISH remained at the Portsmouth Navy Yard for outfitting until 31 July then conducted training in the Portsmouth-New London area. She departed Portsmouth on 16 September for a training period at Balboa, Canal Zone, until 8 October, then sailed to arrive at Pearl Harbor on 23 October 1944.

On 15 November 1944 SPIKEFISH departed Pearl Harbor on her first war patrol which was conducted in the Kurile Islands and Okhotsk Sea area. The only contacts made were identified as Russian ships and were not attacked. She returned to Midway on 1 January 1945. She sailed from Midway on 26 January to conduct her second war patrol in the Nansei Shoto area. On 24 February she attacked a convoy of six freighters and four escort vessels. She fired a spread of six torpedoes at two of the freighters and heard three timed explosions as she dove to escape a string of eighty depth charges dropped by the escorts. On 5 March she was held down by several enemy patrol vessels after unsuccessful attack on two ships of a convoy. She returned to Pearl Harbor on 19 March 1945.

On her third war patrol, SPIKEFISH departed Pearl Harbor on 19 April 1945 and steamed to Guam in company with submarine DRAGONET. The two submarines arrived at Guam on 1 May and SPIKEFISH departed on 5 May for lifeguard station off the east coast of Formosa. No aviators were forced down in her patrol area by 26 May when she was directed to take station off Sakishima as lifeguard for carrier pilots. She bombarded the Miyara airstrip on Ishigaki Jima on 5 June and two days later rescued a fighter pilot who crashed some twenty miles from that vicinity. She returned to Guam on 13 June 1945.

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HISTORY OF USS JOSEPH K. TAUSSIG (DE 1030)

USS JOSEPH K. TAUSSIG (DE 1030) is named in honor of Vice Admiral Joseph K. Taussig, United States Navy.

Joseph Knefler Taussig was born in Dresden, Germany, 30 August 1877, the son of Rear Admiral Edward David Taussig, U. S. Navy, a native of St. Louis, Missouri. He was appointed to the Naval Academy by President Cleveland in June 1895 and while serving as a Naval Cadet in flagship NEW YORK, participated in the Battle of Santiago, 3 July 1898, and in the bombardment of the forts at the entrance to that harbor. He graduated from the Naval Academy in January 1899 and while serving in NEWARK, participated in the Allied Peking Relief Expedition during the Boxer Rebellion. He was advanced four numbers in grade by Act of Congress and highly commended for conduct in battle near Tientsin, China, (20-21 June 1900). At the outbreak of World War I he was in command of Destroyer Division EIGHT, retaining command of WADSWORTH, the division flagship. His Division was the first division of destroyers sent abroad during the war, Arriving at Queenstown, Ireland, 4 May 1917, Vice Admiral Sir Lewis Bayly, Commander-in-Chief of the Coasts of Ireland, asked "When will you be ready to go to sea?" Commander Taussig replied, "We are ready now, Sir, that is as soon as we finish refueling." He returned to the United States in USS BRIDGE in November 1917 and after fitting out and commissioning USS LITTLE, returned to the war zone in command of that ship. He was awarded the Distinguished Service Medal for patrol and escort in enemy infested waters, particularly for a successful attack on an enemy submarine, 29 July 1917. He served at the Naval War College as Head of the Department of Strategy (1923-1926), and as Chief of Staff (1927-1930). He became Assistant Chief of Naval Operations in May 1933 and after being detached in June 1936, served as Commander Battleship Division THREE and Commander, Cruisers, Scouting Force. In May 1938 he became Commandant of the Fifth Naval District and retained that command until his retirement on 1 September 1941. Recalled to active duty in 1943, he first served as a member of the Procurement and Review Board. He was soon assigned duty as Senior Member of the Naval Clemency and Prison Inspection Board, with additional duty as Senior Member of the Naval Discipline Policy Review Board. He was awarded the Legion of Merit for his services in that assignment during which he organized corrective programs for the improvement of the administration of Naval Justice and brought about the rehabilitation of over 50,000 men of the Naval Service. He continued active duty in that assignment until 1 June 1947. Vice Admiral Taussig died on 29 October 1947.

USS JOSEPH K. TAUSSIG (DE 1030), an ocean escort vessel, was built by the New York Shipbuilding Corporation of Camden, New Jersey. Her keel was laid 3 January 1956 and she was launched on 9 March 1957 under the sponsorship of Mrs. Joseph K. Taussig, widow of Vice Admiral Taussig. The

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HISTORY OF USS CROMWELL (DE-1014)

USS CROMWELL (DE-1014) is named in honor of Captain John P. Cromwell, USN.

John Philip Cromwell was born in Henry, Illinois, 11 September 1901. He entered the U.S. Naval Academy in June 1920, and after graduation served on board battleship MARYLAND. In June 1926 he commenced instruction at the Submarine Base, New London, subsequently serving in submarines S-24; ARGONAUT; and BARRACUDA, and commanding S-20. When World War II broke out he was serving on the staff of Commander, Submarines, Pacific Fleet. He later commanded Submarine Division 203 and Submarine Division 44. On 19 October 1943 he was assigned to command of Submarine Division 43 with additional command of Submarine Division 44, with his pennant in SCULPIN (SS-191).

Captain Cromwell lost his life 19 November 1943 when SCULPIN, badly damaged by enemy depth charge attacks off Truk, was scuttled by her crew. Captain Cromwell elected to remain on board the submarine as she made her last dive rather than risk capture and the subsequent danger of being forced by torture or drugs to reveal the secret intelligence information which he possessed of our submarine strategy and tactics, scheduled fleet movements, and plans for the invasion of the Gilbert Islands. He preserved the security of his mission with his life. Captain Cromwell was posthumously awarded the Congressional Medal of Honor.

USS CROMWELL (DE-1014), an ocean escort vessel, was built by the Bath Iron Works Corporation of Bath, Maine. Her keel was laid 3 August 1953 and she was launched on 4 June 1954 under the sponsorship of Miss Ann Cromwell, daughter of Captain Cromwell, USN. The ship was placed in commission at the Boston Naval Shipyard on 24 November 1954 under the command of Lieutenant Commander Edward J. Cummings, Jr., USN.

Following a fitting out period, CROMWELL departed Boston on 31 January 1955. She reported for duty under operational control of Commander Destroyer Force, Atlantic Fleet, at Newport, then sailed for shakedown training while based at Guantanamo Bay, Cuba. She returned to Newport on 9 April for duty with Escort Squadron TEN and after local operations, underwent post-shakedown overhaul in the Philadelphia Naval Shipyard (13 May-16 June 1955). On 21 June she departed Newport, sailing via Argentina, Newfoundland, to arrive at Reykjavik, Iceland, 2 July 1955. She engaged in maneuvers out of that port until 2 September and returned to Newport on 15 September 1955. She arrived at Boston for a period of upkeep on 10 October and sailed from that port on 14 November for anti-submarine warfare exercises extending to waters off Bermuda, British West Indies. She returned to Boston on 5 December to spend the holiday leave period and resumed operations at Newport on 25 January 1956.

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HISTORY OF USS MULLINNIX (DD 944)

USS MULLINNIX (DD 944) is named in honor of Rear Admiral Henry M. Mullinnix, United States Navy.

Henry Maston Mullinnix was born in Spencer, Indiana, 4 July 1892. After graduation from the Naval Academy in 1916, he served on USS BALCH, operating out of Queenstown, Ireland, on patrol and escort duty in the War Zone during World War I. Designated Naval Aviator in 1924, he subsequently served on various shore assignments, on carrier SARATOGA, seaplane tender WRIGHT, and commanded seaplane tender ALBEMARLE.

At the outbreak of World War II he was commanding Patrol Wing Seven, and subsequently received a letter of commendation from the Secretary of the Navy for his services in directing anti-submarine patrols in the area between Newfoundland and Iceland. From March 1942 until March 1943 he served as Air Officer on the staff of Commander, Eastern Sea Frontier, then assumed command of aircraft carrier USS SARATOGA. On 22 August 1943 he was ordered to command a carrier division with his flag in USS LISCOMB BAY. He was aboard LISCOMB BAY when she was torpedoed and sunk by an enemy submarine off Makin Island in the Gilbert Islands area 24 November 1943 and was reported missing in action. He was officially declared dead a year later, and was posthumously awarded the Legion of Merit for his brilliant leadership of the escort carrier group in operations against the enemy during the invasion of Makin Island 1-24 November 1943.

USS MULLINNIX (DD 944), a destroyer, was built by the Bethlehem Steel Company of Quincy, Massachusetts. Her keel was laid 5 April 1956 and she was launched 18 March 1957 under the sponsorship of Mrs. Kathryn F. Mullinnix, widow of Rear Admiral Mullinnix. The ship was placed in commission at Boston Naval Shipyard 7 March 1958 under the command of Commander Clyde B. Anderson, USN.

MULLINNIX departed Boston 3 May 1958 and steamed via Norfolk, Virginia, to Guantanamo Bay, Cuba, to conduct shakedown training operations. She returned to Norfolk 16 June and four days later sailed for South America escorting USS RANGER (CVA 61), on the first leg of her journey to the west coast. After calling at Port-of-Spain, Trinidad, British West Indies; Rio de Janeiro, Bahia, and Recife, Brazil; Guantanamo Bay, Cuba, and Tampico, Mexico, she returned to Boston 18 August 1958 to conduct final acceptance trials and undergo post-shakedown overhaul. She remained in overhaul status as of 31 December 1958.

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HISTORY OF USS VAN VOORHIS (DE-1028)

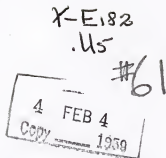
USS VAN VOORHIS (DE-1028) is named in honor of Lieutenant Commander Bruce Avery Van Voorhis, United States Navy.

Bruce Avery Van Voorhis was born in Aberdeen, Washington, 29 January 1908. After graduating from the Naval Academy in 1929, he underwent flight training at Pensacola, Florida, and was designated Naval Aviator 3 September 1931. He served in that capacity on various shore stations and on RANGER, SARATOGA, and ENTERPRISE until December 1942 when he reported as Commanding Officer, Patrol Squadron 14. He was later transferred to duty as Squadron Commander of Bombing Squadron 102, and while serving in this duty was killed in action 6 July 1943 off Hare Island, Kapingmarangi Group, Asiatic Area. He was posthumously awarded the Congressional Medal of Honor "For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty"... "operating against the enemy of Japanese-held Greenwich Island during the Battle of the Solomon Islands, July 6, 1943." Fully aware of the limited chance of survival, Lieutenant Commander Van Voorhis took off in a PB4Y in total darkness on a 700 mile flight without escort or support to prevent a Japanese surprise attack on our forces. Although forced lower and lower by pursuing planes, he executed six bold ground-level attacks to demolish the enemy's vital radio station, and installations with machine gun fire and bombs, and to destroy one enemy plane in the air and three on the water. Caught in his own bomb blast, he crashed into the lagoon.

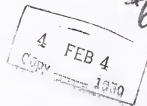
USS VAN VOORHIS (DE-1028), an ocean escort vessel, was built by the New York Shipbuilding Corporation of Camden, New Jersey. Her keel was laid 29 August 1955 and she was launched 28 July 1956 under the sponsorship of Mrs. Bruce A. Van Voorhis, widow of Lieutenant Commander Van Voorhis, USN. The ship was placed in commission at Philadelphia on 22 April 1957 when Lieutenant Commander J.J. Doak, Jr., USN, assumed command.

VAN VOORHIS departed Philadelphia on 28 May, making a brief call at Norfolk before arrival at Newport, Rhode Island, for administrative inspection. On 19 June 1956 she sailed for intensive shakedown training while based at Guantanamo Bay, then cruised from that port for operations which included visits to St. Thomas, Virgin Islands; San Juan, Puerto Rico; and Port Everglades, Florida. She returned to Newport on 5 September for final acceptance trials and underwent overhaul in the Philadelphia Naval Shipyard (13 Sep-8 Nov 1956).

VAN VOORHIS returned to Newport on 9 November to base operations at that port as a unit of Escort Squadron FOURTEEN. During this duty she took part in three hunter-killer exercises off the eastern seaboard with aircraft carriers, (12-22 Nov 1957), (7-21 Feb 1958) and (10 Mar-1 Apr 1958), calling at Charleston, South Carolina, and Savannah, Georgia.



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HISTORY OF USS COURTNEY (DE 1021)

USS COURTNEY (DE 1021) is named in honor of Major Henry A. Courtney, Jr., United States Marine Corps.

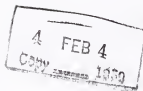
Henry A. Courtney, Jr., was born 6 January 1916 at Duluth, Minnesota. Commissioned a Second Lieutenant in the Marine Corps Reserve in February 1940, he served on Guadalcanal in command of a company of the First Marine Division in 1942 and received the Presidential Unit Citation awarded the First Marine Division, Reinforced. He next served as Executive Officer of the Second Battalion, Twenty, Second Marines, Sixth Marine Division.

Major Courtney was killed on Okinawa 15 May 1945 after leading his men in a successful night attack against enemy positions on Sugar Loaf Hill. Upon reaching the hill, he ordered his men to dig in and disregarding the continuous hail of shrapnel, aided casualties and assisted his men in finding advantageous positions until killed by an enemy mortar burst. He was posthumously awarded the Congressional Medal of Honor for this heroic service and received a second Presidential Unit Citation awarded to the Sixth Marine Division.

USS COURTNEY (DE 1021), an escort vessel, was built by the Defoe Shipbuilding Company of Bay City, Michigan. Her keel was laid 25 September 1954 and she was launched on 2 November 1955 under the sponsorship of Mrs. Henry A. Courtney, mother of Major Courtney. Upon completion, COURTNEY was floated down the Mississippi River to New Orleans, then sailed to Charleston, South Carolina, where she was placed in commission 24 September 1956 under the command of Lieutenant Commander Carl W. Coe, USN.

COURTNEY departed Charleston 6 November 1956 to undergo inspection at Norfolk then sailed for shakedown training operations while based at Guantanamo Bay, Cuba. She returned to Providence, Rhode Island (18 Dec - 3 Jan) for a holiday leave period and resumed shakedown training cruise which included visits to Trinidad, British West Indies; Recife, Brazil; and San Juan, Puerto Rico. She returned to Charleston on 21 February 1957 for post-shakedown overhaul until 24 April, then joined Escort Squadron TEN at Newport, Rhode Island, 26 April 1957. Operations from that port until 3 September 1957 included anti-submarine warfare and convoy escort exercises with calls at Bermuda in the British West Indies and New York, New York.

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HISTORY OF USS MITSCHER (DL 2)

USS MITSCHER (DL 2) is named in honor of Admiral Marc Andrew Mitscher, United States Navy.

Marc Andrew Mitscher was born in Hillsboro, Wisconsin, 26 January 1887. He graduated from the Naval Academy in June 1910 and was first assigned duty in battleship SOUTH DAKOTA. In September 1915 he reported for aviation training aboard battleship NORTH CAROLINA, one of the first ships of the Navy to carry an airplane. Designated Naval Aviator #33 on 2 June 1916, he was assigned to the Naval Aeronautic Station, Pensacola, Florida, and in 1917 had duty aboard USS HUNTINGTON in connection with catapult experiments. In February 1919 he was assigned to the Aviation Section in the office of the Chief of Naval Operations. On 16 May 1919 he piloted the seaplane NC-1 from Newfoundland to the vicinity of the Azores on the first Navy trans-oceanic flight, receiving the Navy Cross for this service. Another plane in the flight, the NC-4, continued on to England and became the first plane to successfully complete a trans-Atlantic flight. He had duty at various stations ashore, also serving in aircraft carriers LANGLEY and SARATOGA, and seaplane tender WRIGHT until November 1938 when he became Commander, Patrol Wing ONE.

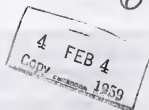
He was Assistant Chief of the Bureau of Aeronautics (Jun 1939 - Jul 1941), after which he fitted out carrier HORNET (CV 8), assuming command when that vessel was commissioned 20 October 1941. While under his command, HORNET was the famed "Shangri La" who launched the Army bombers of Lieutenant Colonel Doolittle for raids against Tokyo and four other Japanese cities, 18 April 1942, then participated in the great victory at Midway (4-6 Jun) which crippled Japan's carrier striking force, a severe blow from which Japan never recovered. He was detached from HORNET on 30 June 1942 to command Patrol Wing TWO and later served as Commander, Fleet Air, Noumea, until April 1943. He then became Commander Air, Solomon Islands, receiving the Distinguished Service Medal for distinctive success in coordinating various aviation groups to inflict tremendous losses upon enemy aircraft and surface units in the Solomons Area. After command of Fleet Air, West Coast (Aug 1943 - Jan 1944), he commanded a Central Pacific Carrier Force and conducted fearless air attacks in support of the seizure of the Marshall Islands, including devastating strikes against Truk (16-17 Feb 1944). For this service he received a Gold Star in lieu of a second Distinguished Service Medal.

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HISTORY OF USS DIABLO (SS 479)



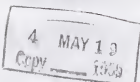
USS DIABLO is named for a fish, known scientifically as *Ogcocephalus vespertilio*. The striking appearance, particularly in frontal view, has given rise to the common name "Diablo" meaning "devil." The scientific name "vespertilio" means "bat." The Diablo inhabits the shoals in waters as deep as 45 fathoms and is known from the West Indies coastwise north to North Carolina. It probably ranges as far south as Brazil. It is characterized by a broad and flattened head, being immediately distinguished from related species by a long pointed snout. Spines cover the head and body which is a pale grayish-brown above, the belly a coppery red, with white fins outlined in a broad black margin.

USS DIABLO (SS 479), a submarine, was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 11 August 1944 and she was launched on 1 December 1944 under the sponsorship of Mrs. V. D. Chapline, wife of Captain Chapline, USN. The ship was placed in commission on 31 March 1945 when Lieutenant Commander G. C. Matheson, USN, assumed command. After shakedown training to areas off New London and Newport, DIABLO departed New London, Connecticut, 29 May 1945. She arrived at Key West, Florida, on 5 June and rendered service to the Fleet Sonar School at that port until 15 June 1945. After intensive training while based at Balboa, Canal Zone (19 June - 2 July), she arrived at Pearl Harbor on 21 July 1945.

DIABLO departed Pearl Harbor on 10 August 1945, enroute to Saipan in the Marianas Islands in preparation for her first war patrol. On 15 August she received notice of cessation of hostilities and the next day received orders changing her destination to Apra Harbor, Guam, Marianas Islands. She arrived at Apra Harbor on 22 August and departed 1 September 1945, enroute to the east coast of the United States. She called at Pearl Harbor (10-11 September), completed transit of the Panama Canal on 28 September, and arrived at Tompkinsville, Staten Island, New York, 4 October 1945. She visited the Naval Base at Charleston, South Carolina (25-29 October) and underwent repairs in the Portsmouth Navy Yard, New Hampshire (5-14 December), returning to Tompkinsville after each of these events.

DIABLO departed Tompkinsville on 8 January 1946 and arrived at Balboa, Canal Zone, 15 January 1946, for duty as a unit of Submarine Squadron SIX based at that port. She conducted exercises in the Gulf of Panama from the Submarine Base at Balboa until 13 September 1946, then visited Vera Cruz, Mexico and Havana, Cuba, enroute to the Portsmouth Naval Shipyard, arriving 29 September 1946. She underwent overhaul until 13 January 1947 and then

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HISTORY OF USS SAREFIELD (EDD 837)

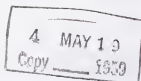
USS SAREFIELD (EDD 837), an experimental destroyer, is named in honor of Commander Eugene S. Sarsfield, U. S. Navy.

Eugene Sylvester Sarsfield was born in Brooklyn, New York, 19 April 1902, and was graduated from the U. S. Naval Academy on 4 June 1926. Following duty in USS NEVADA, USS NEW YORK and USS HANNIBAL, he was instructed in submarines at New London, Connecticut, and completed torpedo instructions at the Naval Torpedo Station, Newport, Rhode Island. In May 1931 he reported for duty in USS GREEN and had successive duty until September 1937, in USS ARGONNE, USS CONSTITUTION, the Third Naval District, and in USS BADGER. He was next transferred to the USS NEW YORK and later instructed Naval Reserves in the Third Naval District. On 10 June 1940 he commenced duty in connection with the fitting out of USS KEARNY (DD 432), and became one of her officers when KEARNY was commissioned, 3 October 1940. He was serving as the Executive Officer and Navigator on 17 October 1940 when KEARNY was torpedoed by a German U-boat while guarding a convoy off Iceland. Despite her severe damage, with 11 men killed and 24 wounded, KEARNY made a port in Iceland under her own power. Sarsfield was commended for his leadership, personal courage, and ingenuity in solving the many problems arising out of that disaster. He assumed command of USS MCCORMICK (DD 223) on 17 January 1942 and later in the year was detached to fit out the USS MADDOX (DD 622), assuming command on 3 October 1942 when that vessel was commissioned. He was awarded the Legion of Merit for exceptionally meritorious conduct as commanding officer of MADDOX on 6 May 1943 when he took prompt and effective action and with great skill, delivered two accurate depth charge attacks that resulted in severe damage or possible sinking of a German submarine.

Commander Sarsfield perished with the loss of his ship off Gela, Sicily, on 10 July 1943. He was posthumously awarded the Navy Cross for extraordinary heroism as commanding officer of the USS MADDOX during effective support of the landing assault at Gela, maintaining alert and accurate gunfire in the face of terrific aerial bombardment until the MADDOX was gravely damaged by one direct hit and two near misses.

USS SAREFIELD was built by the Bath Iron Works of Bath, Maine. Her keel was laid 15 January 1945 and she was launched 27 May 1945 under the sponsorship of Mrs. Eugene S. Sarsfield, widow of Commander Sarsfield, U. S. Navy. The ship was placed in commission at the Boston Naval Shipyard on 31 July 1945, when Commander Hepburn A. Pearce, USN, assumed command.

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HISTORY OF SHIPS NAMED GEORGE WASHINGTON

Two ships of the Fleet have been named GEORGE WASHINGTON in honor of the first President of the United States and Commander-in-Chief of the Continental Army.

George Washington was born 22 February 1732 in Westmoreland County, Virginia, on his father's estate, "Wakefield." Shortly after the death of his brother Lawrence in 1752, George Washington inherited the beautiful "Mount Vernon" estate on the Potomac River.

In 1753 the twenty-one year old Washington was commissioned by Virginia Governor Dinwiddie to lead a party into the western wilderness to warn the French against encroaching on British territory. The following year, Washington, now a Lieutenant Colonel of Virginia Militia, built and gallantly defended Fort Necessity in western Pennsylvania against a French attack mounted from Fort Duquesne (Pittsburgh). Washington as aide to General Braddock in 1755 led the remnants of the British force to safety after the General was fatally wounded in the crushing defeat on the Monongahela River. He pressed for the capture of strategic Fort Duquesne from the French, and was in the forefront of the troops which accomplished this in November 1758.

Washington married Martha Custis in 1759 and the same year entered the Virginia House of Burgesses. He early embraced the patriotic cause and was a delegate to the first and second Continental Congresses.

George Washington was appointed Commander-in-Chief of the Continental Army, and took command in the field at Cambridge on 3 July 1775. Almost immediately he demonstrated his profound appreciation of sea power, by ordering small schooners outfitted to prey upon British supply ships entering Boston harbor. Prize cargoes brought in by "Washington's Fleet" helped sustain the Colonial Army in these early critical days of the Revolution.

After being forced out of Boston in March 1776, the British turned their attention to New York. Washington heroically attempted to hold that city, but the enemy, using the mobility of his naval supremacy, forced Washington to withdraw across the Hudson River and southward through New Jersey. His victories at Trenton (24 December 1776) and at Princeton (4 January 1777) contained the British in New York until the autumn of 1777 when American reverses at Brandywine and Germantown and a strong enemy naval force in the Delaware compelled the evacuation of Philadelphia. Washington's tattered army spent the hard winter 1777-1778 in near starvation at Valley Forge.

ADDENDUM TO HISTORY OF SHIPS NAMED GEORGE WASHINGTON

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Six other ships of the fleet and two U. S. Revenue Cutters which were used by the Navy, were also named in honor of George Washington:

WASHINGTON, a Continental brigantine of ten guns, was fitted out by General Washington, at Plymouth, Massachusetts, in 1775 to cruise against British transports and supply ships. She got to sea in early November 1775 and was captured off Cape Ann by the British frigate FOWEY in December of that year.

* * * *

WASHINGTON, a Continental galley, was built at Skenesboro, New York, in 1776. She had a complement of 80 men and was armed with one 18-pounder, one 12-pounder, two 9-pounders, and four 4-pounders. She was one of the ships of General Benedict Arnold's squadron on Lake Champlain. In a running fight to the southward, 13 October 1775, on Lake Champlain, the WASHINGTON was captured by the British after a gallant fight and severe losses. She was taken into the British lake service and re-rigged as a brig. According to English measurements, her length on deck was 72 feet, 4 inches; breadth, 19 feet, 7 inches; depth in hold, 6 feet, 2 inches; and burthen in tons, 124.

* * * *

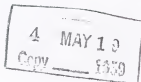
WASHINGTON, a Continental galley, was built by Rhode Island late in 1775 or early 1776. She was armed with one 18-pounder and was propelled by means of fifteen oars on each side. Her first service was cruising in the Narragansett Bay in the defense of trade, acting as a transport, and covering landing parties sent after supplies. In July 1776 she was ordered to New York to become one of Washington's New York Fleet. After her arrival, Lieutenant Colonel Benjamin Tupper hoisted his flag aboard, commanding a flotilla of two schooners and three galleys for the defense of the Hudson River. On 3 August 1776 this little flotilla came upon the British frigate ROSE, 24 guns, and British ship PHOENIX, 44 guns. The lower tier of one side of the PHOENIX alone was said to be equal to all vessels of the American flotilla which engaged the enemy ships for an hour and a half, hulling the PHOENIX before withdrawing down river. WASHINGTON reportedly sustained the whole fire of both enemy warships during the first fifteen minutes of battle. Her bow gun and many of her oars were shot away during the engagement and she received other damage. The record of her service after the battle is obscure but operations near New York came to a close upon British occupation of the city in August 1776.

* * * *

WASHINGTON, a Continental frigate, was built in the Delaware River above Philadelphia in 1777. She was designed to carry thirty-two guns on her 126-foot gun deck but they were not yet on board when she was burned by the British in May 1778. Captain John Barry had been ordered to her command.

GENERAL WASHINGTON, a swift-sailing craft, pierced for twenty guns and carrying 120 men, was commissioned as a privateer by the State of Rhode Island

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HISTORY OF USS AMBERJACK (SS 219)

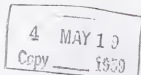
USS AMBERJACK (SS 219) was named for either of two fish, seriola dumerilli of the tropical Atlantic, West Indies and the Mediterranean, and seriola lalandi of the Atlantic coast from New Jersey to Brazil.

USS AMBERJACK (SS 219), a submarine, was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 15 May 1941 and she was launched 6 March 1942, under the sponsorship of Mrs. Randall Jacobs, wife of Rear Admiral Jacobs, Chief of the Bureau of Navigation. The ship was placed in commission 19 June 1942 when Lieutenant Commander John A. Bole, Jr., USN, assumed command. After shakedown training, AMBERJACK departed New London, Connecticut, 3 August 1942, enroute to Pearl Harbor via the Panama Canal.

AMBERJACK sailed from Pearl Harbor on 3 September 1943 to conduct her first war patrol in waters off New Ireland, New Britain and the Solomon Islands. On 19 September she torpedoed and sank Japanese passenger-cargo ship SHIROGANE MARU, 3130 tons, off the southeast coast of Bougainville, Solomon Islands. Her next victim was the Japanese provisions storeship SENKAI MARU, 2101 tons, sunk 7 October in waters off Kapingamarangi Island, north of New Ireland. Three days later she made a daring approach into Kavieng Harbor, scoring torpedo hits for damage to Japanese auxiliary vessels TONAN MARU, 19,260 tons; and TENRYU MARU, 4,860 tons. A few days after this action she put into Espiritu Santo, New Hebrides Island, where she was assigned a most perilous mission.

The struggle for Guadalcanal was at its height by the time AMBERJACK arrived at Espiritu Santo. The Marines were holding on but a shortage of aviation gasoline on that island threatened to ground the planes operating from Henderson Field. Surface vessels attempting to carry gasoline to Guadalcanal were almost certain to be sunk by enemy submarines or aircraft. AMBERJACK's mission was to deliver to Guadalcanal 9000 gallons of aviation gasoline, two hundred aerial bombs weighing 100 pounds each, and 17 Army fighter pilots. The bombs were loaded in AMBERJACK's forward torpedo room while two of her tanks were cleaned out and fuel connections closed by welding. The gasoline was then pumped in, the Army pilots taken aboard, and AMBERJACK got underway on 22 October 1942, bound for Guadalcanal. She had almost reached her destination on 24 October when she was ordered to divert delivery of her cargo and passengers to Tulagi Harbor, off Florida Island. The reason for this order became clear the next morning when AMBERJACK arrived off Lunga Point to observe three Japanese destroyers shelling Guadalcanal, twice crossing Lunga Point and laying down a heavy smoke screen before retiring at high speed. Unable to close range for attack on these enemy vessels, AMBERJACK put into Tulagi Harbor the evening of

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HISTORY OF USS VANDIVIER (DER 540)

VANDIVIER (DE 540) was launched 27 December 1943 at the Boston Navy Yard, and was sponsored by Mrs. Mary Hardin Vandivier, mother of Lieutenant junior grade Norman Francis Vandivier, for whom the ship is named.

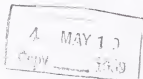
Vandivier was born in Edwards, Mississippi, 10 March 1916, and enlisted in the United States Naval Reserve 6 July 1939 for aviation training. He was designated Naval Aviator 21 May 1940, and commissioned ensign to rank from 7 June 1940. He was killed in action 4 June 1942 when his plane was lost in the Battle of Midway. He was awarded the Navy Cross for extraordinary heroism and distinguished service in that action.

When construction programs were reduced following World War II, work on VANDIVIER was halted 17 February 1947. She was transferred to the Boston Group of the Atlantic Reserve Fleet. Construction was resumed at Boston Naval Shipyard 1 July 1954 in response to the demand for radar picket ships, and VANDIVIER was completed as DER-540, her classification from 2 September 1954. She was commissioned 11 October 1955, Lieutenant Commander Frank B. Correia, USN, in command.

VANDIVIER remained at Boston Naval Shipyard throughout November 1955 to fit out, and between 1 and 8 December readied for sea at Newport, Rhode Island. Following upkeep and type training at Newport, she proceeded to Roosevelt Roads, Puerto Rico, for shakedown training 14 January - 3 March 1956 and then had anti-submarine warfare training off Guantanamo Bay, Cuba, from 5 to 9 March. She visited Havana, Cuba, from 11 to 15 March to highlight her first cruise, and returned to Boston Naval Shipyard 20 March for post shakedown availability.

VANDIVIER was now prepared to assume the special duty for which she had been reconstructed: radar picket. Diesel-driven, she has the ability to sustain operations over a long period of time, a necessity to insure constant guard against possible enemy planes or guided missiles. Actually a sea-going radar station, she has the most modern air-search radar equipment, connected with a highly developed center for analyzing data received. While on station, she cruises constantly in her assigned area, her concave antenna sweeping in a continuous circle. Twenty-four hours a day her men stand ready to protect their country by manning their own rapid fire three-inch guns, by directing aircraft to intercept enemy strikes, and by passing the word of warning to other fleet units and shore installations. But her duties do not end here, for she is also equipped to detect and destroy enemy submarines. Through the long nights of the Sub-Artic and the blistering days of the Tropics VANDIVIER and her sister ships perform grimly necessary tasks, essential to the security of the United States and friendly nations. While other vessels, more often in the public eye, cruise the glamorous ports of the Far East and the Mediterranean, the radar picket patrol quietly goes about its vital task of early warning.

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HISTORY OF USS COMMENCEMENT BAY (CVHE 105)

Commencement Bay is located in Puget Sound, near Tacoma, Washington.

USS COMMENCEMENT BAY was built by Todd-Pacific Shipyards, Tacoma, Washington. Her keel was laid 23 September 1943 and she was launched 9 May 1944 under the sponsorship of Mrs. Florence Eves. COMMENCEMENT BAY was placed in commission as an Escort Carrier (CVE 105) 27 November 1944 under the command of Captain R. L. Bowman, USN. First of a new class, she was at that time the largest all-welded vessel ever built on the Pacific Coast, and the largest, most modern and heavily armed of the Navy's escort carriers.

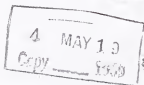
After fitting out at Tacoma, she got underway 18 December 1944, called at Alameda, California, and arrived at San Diego 24 December to conduct shakedown training. Until 31 December, she underwent structural firing and target practice, and between 1 and 12 January 1945, she conducted carrier qualification landings and take-offs. Casualty and battle drills were conducted daily.

While still at San Diego, COMMENCEMENT BAY served as temporary flagship for Rear Admiral Ralph E. Jennings, USN, Commander Carrier Division TWELVE from 14 to 26 January 1945, when she sailed for Alameda, California, arriving 28 January. She cleared for Seattle 30 January, and arrived 1 February. Here she relieved USS CASABLANCA (CVE 55) on duty training prospective crews for escort carriers.

The officers and crew of CAPE GLOUCESTER (CVE 109) were the first to receive their training aboard COMMENCEMENT BAY on a cruise in Puget Sound from 9 February to 2 March 1945. With Captain W. V. R. Vieweg, USN, relieving Captain Bowman 28 April 1945, COMMENCEMENT BAY continued her training duty until 2 October 1945. During this period she trained 545 officers and 5053 men assigned to new escort carriers of her class. In addition carrier qualification take-offs and landings were conducted with eight air groups totaling 249 pilots. These operations consisted of 3,423 landings and 684 catapult launchings. COMMENCEMENT BAY had steamed 20,738 miles in Puget Sound and adjoining waters in carrying out this program.

The last trainees received aboard were the crew of RENDOVA (CVE 114). Relieved by VELLA GULF (CVE 111), COMMENCEMENT BAY cleared Bremerton, Washington, 21 October 1945 to call at Alameda, California, enroute to Pearl Harbor where she arrived 4 November. COMMENCEMENT BAY now had her turn as trainee, briefly conducting exercises in the tactical flight and gunnery operations of a fleet carrier. She then returned to duty as a training carrier in Hawaiian waters, conducting carrier qualifications with the new F8F, and held gunnery target practice on plane-towed sleeves and radio controlled "drones".

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HISTORY OF SHIPS NAMED HANCOCK

Five ships of the Fleet have been named in honor of John Hancock, famed statesman of the American Revolutionary War.

John Hancock was born in Quincy, Norfolk County, Massachusetts, 12 January 1737. He was graduated from Harvard College in 1754, served as selectman of Boston for several terms, and was a member of the provincial legislature 1766-1772. He was chosen President of the Provincial Congress and a delegate to the first and second Continental Congress during the years 1774 and 1775. He was elected President of the Continental Congress, serving from 24 May 1775 to 29 October 1777, and was the first signer of the Declaration of Independence. Although he continued as a member of the Continental Congress until 1780 and was a member of the Confederation Congress 1785-1786, much of his time was spent at Boston. In 1780 John Hancock was a member of the Massachusetts Constitutional Convention and was elected first governor of the State in September of that year, serving successive terms until early 1785. He was elected governor of Massachusetts for a ninth time in 1787 and presided over the Massachusetts convention of 1788 which ratified the Federal Constitution. He continued as governor of Massachusetts until his death at Quincy on 8 October 1793 and was interred in the Old Granary Burying Ground, Boston, Massachusetts.

The first HANCOCK was a Continental schooner in the Fleet of General George Washington. This little fleet commenced fitting out in the ports of Massachusetts in the fall of 1775 to prey upon British supply ships and captured much needed supplies to support Washington's siege of Boston where the British were entrenched. These seven schooners, two sloops, one brigantine, and one galley, were the first armed vessels to sail under Continental pay and control. A Continental naval establishment did not exist at that time and the vessels were first manned by detachments of Washington's Army, largely seafaring men of regiments recruited in Salem, Beverly, Marblehead, and other coastal towns.

On 1 January 1776, Captain John Manley, Continental Army, who had become one of the most successful officers of Washington's Fleet while in command of the schooner LEE, was appointed Commodore of the Fleet and hoisted his flag aboard the Continental sloop HANCOCK which had just been added. The enlistments of soldiers aboard the vessels had expired by this time and new crews of seafaring men were recruited from along the shore. Towards the end of January 1776, HANCOCK captured two enemy transport vessels off Nantasket Roads and secured her prizes from an eight-gun British schooner during a brisk engagement within sight of the enemy fleet in Nantasket Roads. The enemy schooner was obliged to sheer off and ran into Boston Harbor, and HANCOCK took the captured transport vessels into Plymouth, Massachusetts.

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#72

HISTORY OF USS HOIST (ARS 40)

USS HOIST (ARS 40), a salvage ship, was built by the Basalt Rock Company of Napa, California. Her keel was laid 13 September 1944 and she was launched 31 March 1945, under the sponsorship of Mrs. William E. Howard, Jr., wife of Commander Howard, U. S. Navy, Design Superintendent at the Mare Island Navy Yard.

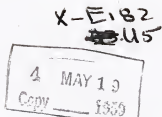
HOIST was placed in commission at Vallejo, California, 21 July 1945, when Lieutenant Commander R. M. Brunner, USNR, assumed command. She commenced shakedown training out of San Pedro on 7 August and sailed from San Francisco on 6 September 1945, bound for Okinawa via Pearl Harbor. She arrived at Buckner Bay, Okinawa, on 11 October to conduct salvage operations until 23 December 1945. Two days later she commenced salvage and repair duties at Wakayama, Japan, followed by identical service while based at Sasebo, Japan. She got underway from Sasebo on 15 March 1946, enroute to the United States via the Marianas Islands, Philippine Islands, Marshall Islands, and Pearl Harbor. She arrived at San Pedro, California, 1 June 1946, taking departure on 15 July, enroute to Norfolk via the Panama Canal.

HOIST arrived at Norfolk on 16 August for service which included a voyage to Jacksonville, Florida, and return with USS HEMMINGER (DE 746) in tow. She visited New York for the celebration of Navy Day, 26-29 October, and underwent overhaul in the Brooklyn Navy Yard until 6 January 1947 when she sailed to base operations from Bayonne, New Jersey.

Her first duty at Bayonne was the training of students of the Naval Training Salvage School in the handling of repair and salvage vessels. On 23 February 1947 she sailed for the Canal Zone to take tow of two barracks ships for return to New York. While enroute on 27 February she went to the assistance of disabled schooner WINDFRED MARIS. After towing the schooner to Bermuda she continued to Coco Solo, Canal Zone, and returned to New York with the two barracks ships in tow, 24 March 1947. She resumed operations at Bayonne, departing 11 June for Coco Solo where she took tow of a barrack ship and a floating workshop for delivery to Philadelphia, 29 June 1947.

HOIST sailed from Bayonne on 12 July and arrived at New Orleans on 18 July 1947 for salvage operations on sunken drydocks. On 24 October 1947 she steamed to White Castle, Louisiana, and moored to the right bank of the Mississippi to conduct diving investigation in conjunction with U. S. Army Engineers to ascertain conditions of concrete mattresses in revetment on the Mississippi River bottom. She returned to New Orleans on 22 November and took departure on 10 December to resume duty at Bayonne, arriving 16 December 1947. Her operations until 30 March 1948, included calls at Washington, D. C.; Norfolk and Quantico, Virginia; Philadelphia, Pennsylvania; Bridgeport, Connecticut; and Buzzards Bay, Massachusetts.

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HISTORY OF SHIPS NAMED PHILADELPHIA

#73

Five ships of the Fleet have been named for the city of Philadelphia, Pennsylvania.

The first ship-of-war to bear the name of PHILADELPHIA was a gondola, or small gunboat, built at Skenesborough, New York, in 1776, for the fleet under General Benedict Arnold, Continental Army. She was 54 feet in length; beam 15 feet; and depth, approximately 5 feet. This little vessel was armed with one 12-pounder, two 9-pounders, and eight swivels. She carried a crew of 45 men, most of them soldiers and landsmen.

On 20 August 1776 PHILADELPHIA arrived at Crown Point, New York, under the command of a Captain Rice. On 11 October Arnold's fleet, composed of 15 vessels of various sizes, met the British fleet at Valcour Island in Lake Champlain. They engaged each other that day and the two following during which ten of the American ships were captured or destroyed. General Waterbury, second in command, and 110 men were made prisoners. In killed and wounded Arnold lost about 80 men and the British forty. At the end of three days of fighting the British were left in command of the lake and the Americans retreated to Ticonderoga.

PHILADELPHIA had been hulled several times and was so badly damaged during the first day of fighting that she sank about an hour afterwards. She was recovered from the lake bottom in August 1935 and in 1938, was tied up at the Crown Point State Park Wharf, New York. She is now exhibited on Route 22 just south of Willsboro, New York.

Although decisively defeated in the battle, Arnold had delayed the advance of the British some two or three months, thereby forcing them to postpone further action until the following spring. This delay had far-reaching consequences in favor of the Americans, culminating in the great victory at Saratoga.

The second PHILADELPHIA, a frigate originally named CITY OF PHILADELPHIA, was built at Philadelphia, Pennsylvania, for the United States Government by the citizens of the city in 1798-1799, at a cost of \$179,349. She was designed by Josiah Fox and built by Samuel Humphreys, Nathaniel Hutton, and John Delavue. Her carved work was done by William Rush of Philadelphia.

PHILADELPHIA's principal dimensions were: Length of keel, 130 feet; breadth, 39 feet; depth of hold, 13 feet, 6 inches; tonnage, 1240; and complement, 307. In 1803 she was armed with twenty-eight 18-pounders and sixteen 32-pounder carronades.

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#74

HISTORY OF USS CORSAIR (ID 159)

USS CORSAIR (ID 159), a steam yacht, was built in 1899 by the W. & A. Fletcher Company of Hoboken, New Jersey. Owned by John P. Morgan, she was chartered by the Navy 15 May 1917 for \$1.00 per month plus reconditioning after the war.

CORSAIR was placed in commission in the New York Navy Yard on 15 May 1917 under the command of Lieutenant Commander T. A. Kittinger, USN. After being outfitted in the Navy Yard she sailed from New York with the first American Expeditionary Force to France, arriving at St. Nazaire 27 June 1917.

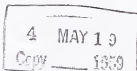
On 2 July 1917 CORSAIR steamed to Brest where she joined United States Patrol Squadrons on the French Coast. She based her operations at Brest until 18 November 1918. During this duty she operated against enemy submarines and performed escort and patrol duty off the west coast of France. One of her principal duties was the escort of United States convoys upon their approach and retirement in the war zone off France. On 17 October 1917 she rescued many survivors of the torpedoed U. S. Army Transport ANTILLES, and took them into Brest. On 22 Jun 1918 she sped to the assistance of USS CALIFORNIA which had struck a mine, and rescued all members of the crew. On 12 September 1918 she took the tow of the disabled Norwegian steamer DAGFIN and brought her into Verdon two days later.

CORSAIR departed Brest on 18 November 1918 and arrived at Sheerness, England, 21 November 1918. She remained in British waters until May 1919, serving a part of the time as flagship of Commander, Forces in European Waters. In addition to various English ports, she visited Rosyth, Scotland, and Queenstown, Ireland. At Plymouth, England, on 8 May 1919, she embarked Secretary of the Navy Josephus Daniels and his staff for transportation to Brest, France. On 9 May the Secretary and his party left the ship at Brest. CORSAIR sailed the next day, bound for New York, via the Azores Islands and Bermuda. She arrived at New York on 28 May 1919 and was returned to her owner at that port on 9 June 1919.

STATISTICS

LENGTH OVER-ALL:	254'
EXTREME BEAM:	33'4"
DISPLACEMENT:	
Tons:	1,600
Mean Draft:	16'
SPEED:	12 knots
COMPLEMENT:	
Officer:	12
Enlisted:	123
ARMAMENT:	
Primary:	(4) 3"/50 caliber
Secondary:	(2) machine guns

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HISTORY OF USS ARGUS (PY 14)

USS ARGUS (PY 14), a patrol yacht, was built in 1929 by Germania Werft of Kiel, Germany. Originally Mrs. Max C. Fleischmann's yacht HAIDA, she was purchased by the Navy on 25 October 1940 for \$75,000. She was converted in the yard of the Craig Shipbuilding Company of Long Beach, California, and placed in commission as USS ARGUS (PY 14), 12 February 1941, when Lieutenant Commander H. H. Connelley, USN, assumed command.

ARGUS arrived at San Francisco, California, on 19 February 1941 and reported for duty to Patrol Force, Twelfth Naval District, based at that port. In May 1941 she was detached from the Patrol Force and assigned to Patrol Squadron ONE, Local Defense Force, continuing operations at San Francisco.

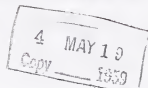
On 17 September 1941 ARGUS was decommissioned and transferred to the U. S. Coast and Geodetic Survey, remaining at San Francisco under the name of PIONEER II until returned to the Navy on 16 March 1942. She resumed local patrol and boarding inspection duties out of San Francisco until decommissioned, 15 April 1946. Her name was stricken from the Navy list on 21 May 1946. ARGUS was transferred to the War Shipping Administration on 30 October 1946 for disposal by sale.

STATISTICS

LENGTH OVER-ALL:	207'6"
EXTREME BEAM:	30'
FULL LOAD DISPLACEMENT:	
Tons:	1,072
Mean Draft:	13'5"
MAXIMUM SPEED:	
Knots:	13.5
TOTAL ACCOMMODATIONS:	
Officers:	5
Enlisted:	54
ARMAMENT:	
Primary:	(1) 3"/50 caliber dual purpose gun

Compiled and Stenciled
8 April 1959 (ks)

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HISTORY OF USS AMBER (PYc-6)

USS AMBER (PYc-6), a coastal patrol yacht, was built in 1930 by the Lake Union Dry Dock Company of Seattle, Washington. Originally John Barrymore's yacht INFANTIA, she was later owned by Edward and Kathryn Lowe of Seattle, Washington, and renamed POLARIS. She was acquired by the Navy under contract with Edward and Kathryn Lowe, 23 December 1940, at a cost of \$90,000. Assigned the name USS AMBER (PYc-6), she was converted to a coastal patrol yacht by the Winslow Marine Railway and Shipbuilding Company of Winslow, Washington.

AMBER was placed in commission at the Winslow Marine Ways, 3 March 1941, when Lieutenant William B. Combs, USNR, assumed command. She patrolled waters from Seattle to Port Townsend, Washington, and Astoria, Oregon, until 6 August 1941. She then departed Seattle for a cruise to ports of Alaska, calling at Ketchikan, Juneau, and Sitka.

AMBER returned to Seattle from her Alaskan cruise on 6 September 1941 and resumed patrol duties. Throughout the major part of World War II, she served as a control vessel of the Northwest Sea Frontier Patrol Group, on patrol in the Strait of Juan de Fuca off Neah Bay, Washington, and northward to Esquimalt, British Columbia. She was placed out of commission 18 October 1944 and her name was stricken from the Navy list, 13 November 1944. She was transferred to the War Shipping Administration on 13 June 1945 and sold to her former owner.

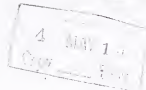
STATISTICS

LENGTH OVER-ALL:	120'
EXTREME BEAM:	21'5"
STANDARD DISPLACEMENT:	
Tons:	260
Mean Draft:	8'9"
COMPLEMENT:	
Officers:	2
Enlisted:	27
MAXIMUM SPEED:	
Knots:	11
ARMAMENT:	(1) 3"/23 caliber A. A.

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X-E182

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#77

HISTORY OF USS NOURMAHAL (PG 72)

USS NOURMAHAL (PG 72), a gunboat, was built in 1928 by the Krupp Iron Works of Kiel, Germany. The yacht of William Vincent Astor, she was acquired by bareboat charter agreement on 3 March 1942 to be operated under Navy ownership by the United States Coast Guard. She was designated USS NOURMAHAL (PG 72), effective 9 April 1943, and purchased by the Navy on 29 June 1943 for \$300,000 in accordance with an option in the original charter agreement.

NOURMAHAL was transferred to the United States Coast Guard on 29 December 1943 and her name was stricken from the Navy list on 12 January 1944. Her principal service in the U. S. Coast Guard until 30 April 1946, was ocean station patrol while based at Boston, Massachusetts. Thereafter she provided towing service at the Coast Guard Yard, Curtis Bay, Maryland.

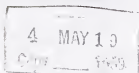
NOURMAHAL was returned to the custody of the Commandant of the Fifth Naval District in May 1947 for berthing at Norfolk. On 18 July 1948 she was transferred to the Maritime Administration and assigned to the James River Maritime Reserve Fleet. NOURMAHAL has remained in the Maritime Reserve Fleet to 8 April 1959. She is now in the process of sale by the Maritime Administration.

STATISTICS

LENGTH OVERALL:	215'6"
EXTREME BEAM:	41'6"
DISPLACEMENT:	
Tons:	2250
Draft:	22'

Compiled and Stenciled
8 Apr 1959 (ks)

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HISTORY OF USS VIXEN (PG 53)

USS VIXEN (PG 53), a gunboat, was built in 1929 by Germania Werft of Kiel, Germany. Originally Julius Forstmann's yacht ORION, she was acquired by the Navy from his estate on 13 November 1940, at a cost of \$240,000. She was converted to a gunboat by the Sullivan Drydock and Repair Company of Brooklyn, New York, where she was placed in commission as USS VIXEN (PG 53), 25 February 1941, under the command of Commander P. L. Meadows, USN.

VIXEN was assigned to Submarine Squadrons, U. S. Atlantic Fleet, and departed New York on 3 March 1941 for shakedown training cruise to Puerto Rico, the Virgin Islands, and Cuba. She returned to Norfolk on 28 March for alterations and arrived at New London, Connecticut, on 23 May 1941 to serve as flagship of Commander Submarines, U. S. Atlantic Fleet. She continued in this duty while based at New London until 25 December 1941, taking part in Fleet maneuvers off the coast of North Carolina; making a brief voyage to Bermuda and return; then cruised to Placentia, Newfoundland, in company with units of Submarine Squadron FIVE. She hauled down the flag of Commander Submarines, U. S. Atlantic Fleet on 25 December and sailed the following day for Washington, D. C.

VIXEN arrived at the Washington Navy Yard on 28 December 1941. Two days later she broke the flag of Admiral Ernest J. King, Commander-in-Chief of the United States Fleet. The duties of Commander-in-Chief, United States Fleet, and the Chief of Naval Operations were combined by Executive Order of 12 March 1942. The next day Admiral King was nominated Chief of Naval Operations by President Roosevelt, and confirmed to that office by the Senate on 18 March 1942. VIXEN continued to serve as Admiral King's flagship in the Washington Navy Yard until 17 June 1942. The next day she commenced overhaul in the Philadelphia Navy Yard, followed by visits to Newport, Rhode Island; Boston, Massachusetts; New London, Connecticut; and Portland, Maine.

VIXEN arrived at New York on 25 August 1942 and became the flagship of Admiral Royal E. Ingersoll, Commander-in-Chief, U. S. Atlantic Fleet. Her operations as flagship until 15 November 1944 included visits to the principal ports along the northeastern Atlantic seaboard; Argentina, Newfoundland; and Halifax, Nova Scotia. On 20 September 1944 she departed Norfolk for a cruise to Bermuda, British West Indies; San Juan, Puerto Rico; Ciudad Trujillo, Dominican Republic; Willemstad, Curacao, Netherlands West Indies, and return to Washington, D. C., 19 October 1944.

At Washington, D. C., 15 November 1944, VIXEN became the flagship of Admiral Jonas H. Ingram who relieved Admiral Ingersoll as Commander-in-Chief of the U. S. Atlantic Fleet. She served as his flagship for the remainder of her naval service, calling at ports along the northeastern seaboard

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X-E182
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MAY 1943 #79

HISTORY OF USS NIAGARA (AGP 1)

USS NIAGARA (AGP 1), a motor torpedo boat tender, was built in 1929 by the Bath Iron Works of Bath, Maine. The former yacht HI-ESMARO, she was acquired by the Navy on 16 October 1940, by purchase from Mrs. H. Edward Manville of New York, at a cost of \$150,000. The yacht was converted to a gunboat by the New York Navy Yard and assigned the name NIAGARA (PG 52).

NIAGARA was placed in commission at the New York Navy Yard on 20 January 1941, when Lieutenant E. W. Herron, USN, assumed command. She sailed on 4 February and reported for duty to Commander Motor Torpedo Boat Squadron TWO, at Miami, Florida, 11 February 1941. After local exercises and a cruise to Cuba with the Squadron, she departed Key West on 20 March for repairs at New York and operations at the Naval Torpedo Station, Newport, Rhode Island. She got underway from New York on 30 August 1941, enroute to Pearl Harbor, via Guantanamo Bay, the Panama Canal, and San Diego.

NIAGARA arrived at Pearl Harbor on 9 October 1941 and sailed on 29 November as escort unit for a convoy bound for the Fiji Islands. She was at sea with the convoy when the Japanese forces made their infamous attack on Pearl Harbor. She returned to Pearl Harbor on 15 December 1941 for local operations until 1 April 1942. She then departed in convoy for San Diego, thence to Coco Solo, Panama Canal Zone, arriving 8 May 1942. Patrol duty off Coco Solo was intervened by an escort voyage to Georgetown, Grand Cayman Island, and return. She got underway from Coco Solo on 16 June for repairs at New York, followed by refresher training while based at Newport, Rhode Island. She sailed from Newport on 27 November 1942, bound for Noumea, New Caledonia, via the Panama Canal and the Society Islands. While at sea on 13 January, her hull classification was changed to AGP-1 and she was designated a motor torpedo boat tender.

NIAGARA arrived at Noumea on 17 January 1943 and became a tender for Motor Torpedo Boat Division 23, Squadron EIGHT. She sailed with the division on 27 January and arrived at Tulagi in the Solomon Islands, 17 February 1943. Enemy aircraft raided Tulagi Harbor on 7 April 1943 and NIAGARA opened fire on two enemy planes which made an unsuccessful attempt to strafe her. Both enemy aircraft were observed to crash well back in the woods from the Maliall River channel where NIAGARA was moored.

On 22 May 1943 NIAGARA got underway from Tulagi Harbor with six motor torpedo boats of Squadron EIGHT. She was off Cape Surville, San Cristobal Island on the morning of 23 May when a twin-engined Japanese bomber dropped four bombs and scored four near misses. The violent force of the explosion jammed NIAGARA's rudder and the after 3-inch gun was put out of order. At 1207 she opened fire on a flight of six twin-engined bombers but the enemy

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HISTORY OF USS WILLIAMSBURG (AGC 369)

USS WILLIAMSBURG (AGC 369), an amphibious force flagship, is named for the historic city of Williamsburg, Capital of Virginia during the Colonial era and during the early part of the Revolutionary War.

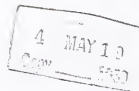
WILLIAMSBURG was built in 1931 by the Bath Iron Works, Bath, Maine. Formerly Mr. Hugh J. Chisholm's yacht ALVA, she was purchased by the Navy on 24 April 1941 for \$250,000. After conversion to a gunboat, she was placed in commission as USS WILLIAMSBURG (PG 52) at New York, 7 October 1941, when Lieutenant Commander F. S. Hall, USN, assumed command. She arrived at the Norfolk Navy Yard on 6 November 1941 to be fitted out for distant service and took departure on 2 December for a brief visit to Washington, D. C.; thence to Halifax, Nova Scotia, arriving 6 December 1941.

On 8 December 1941 WILLIAMSBURG got underway from Halifax with a convoy which arrived at Reykjavik, Iceland, 21 December 1941. She based her operations from Reykjavik until 7 February 1943. During this duty she served as the flagship of Rear Admiral J. L. Kaufman, Commander of the Naval Operating Base, Iceland (1 April - 17 May 1942); escorted ships from Icelandic ports to rendezvous points with convoys in the North Atlantic; and made a voyage to Londonderry, Ireland, for repairs. She also escorted cargo ships carrying supplies to the various Army posts on the coast of Iceland. On 7 February 1943 she departed Reykjavik, bound for New York, via St. Johns, Newfoundland.

WILLIAMSBURG arrived at the New York Navy Yard on 28 February 1943 for overhaul until 31 March when she sailed to base her operations from Norfolk as the flagship of Rear Admiral Donald B. Beary, USN, Commander Operational Training Command, U. S. Atlantic Fleet. She continued in this duty until 12 June 1945, conducting operational training cruises to ports of the West Indies and along the eastern seaboard of the United States. On 16 June 1945 she reported to Commander Service Force, U. S. Atlantic Fleet, at Norfolk, and on 10 July she entered the Norfolk Navy Yard for conversion to an amphibious force flagship. Her hull classification was changed to AGC-369, effective 10 November 1945.

At the Naval Gun Factory, Washington, D. C., 5 November 1945, WILLIAMSBURG relieved the USS POTOMAC as Presidential yacht. Thereafter she often embarked President Harry S. Truman and distinguished guests for pleasure cruises on the Potomac River. She also made several presidential cruises which included calls at ports of Florida; Bermuda, British West Indies; ports of Cuba; and St. Thomas, Virgin Islands.

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HISTORY OF USS PLYMOUTH (PG 57)

PLYMOUTH (PG 57) was named for the city of Plymouth, Massachusetts, the first permanent settlement by Europeans in New England which dates its founding from the landing of the Pilgrims.

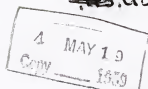
PLYMOUTH was built in 1931 by the Krupp Germania-Werft of Kiel, Germany. The former merchant yacht ALVA (Official Number 230675), she was acquired by the Navy 4 November 1941, being presented as a gift by her owner, Mr. W. K. Vanderbilt of New York City.

PLYMOUTH was placed in reduced commission at Jacksonville, Florida on 29 December 1941 under command of Lieutenant Commander F. W. Schmidt, USN. On 31 December she departed Jacksonville for the Navy Yard, Washington, D. C., arriving 4 January 1942. She sailed 21 January and the next day entered the Norfolk Navy Yard. On 23 January 1942, she was placed in commission in ordinary for conversion to a patrol gunboat. She was placed in full commission 20 April 1942 and assigned to Inshore Patrol Squadron, Fifth Naval District, based at Norfolk, Virginia. On 8 May she departed Norfolk, forming part of the escort for a convoy enroute to Key West, Florida. She was on continuous escort duty between New York, Norfolk, and Key West until 27 August 1942 when she steamed from New York as convoy escort for Guantanamo Bay, Cuba, returning as escort for another convoy 12 September. She made two more convoy escort voyages to Guantanamo Bay and return to New York between 17 September and 24 October 1942. She then resumed escort duty between New York and Key West. During one period of this duty, 24 December 1942 to 13 June 1943, PLYMOUTH completed eight convoy escort voyages from New York to Key West and return. She continued this duty until the time of her loss on 5 August 1943.

On her last voyage, PLYMOUTH sailed from New York 4 August 1943 as part of the escort for a convoy bound for Key West. She made underwater sound contact about 90 miles east of Elizabeth City, New Jersey, on the evening of 5 August 1943. She swung left to bear on target and suffered a violent underwater explosion just abaft the bridge to port and in the vicinity of her port deep tank which contained diesel oil. The force of the explosion rolled PLYMOUTH to starboard. She then took a heavy list to port with her entire port side forward of amidships in flames and sank within two minutes.

Lieutenant Ormsby M. Mitchel, Jr., USNR, in command of PLYMOUTH, was thrown violently against a bulkhead and sustained serious injuries including the dislocation of his left knee which later required amputation. Despite

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HISTORY OF SHIPS NAMED O'BANNON

#62

Two ships of the Fleet have been named in honor of First Lieutenant Presley Neville O'Bannon, United States Marine Corps.

Presley Neville O'Bannon was born in 1784 in Fauquier County, Virginia. He was appointed a Second Lieutenant in the Marine Corps 18 January 1801 and promoted to First Lieutenant, 15 October 1802. During the War with Tripoli, Lieutenant O'Bannon was in command of a Marine detachment of one sergeant and six privates which joined General William Eaton's mercenary army at Alexandria, Egypt. His mission was to set an example of military bearing and discipline for a march of 600 miles from Alexandria to the fortress city of Derne, Tripoli. On 8 March 1805, O'Bannon commenced the long march with General Eaton's force which arrived before Derne, 26 April 1805. The commanding fortress was shelled by United States Navy ships HORNET, NAUTILUS and ARGUS on 27 April 1805. That afternoon the gallant O'Bannon, accompanied by Midshipman Mann, led his force through a shower of musketry, stormed the principal edifices, and routed the enemy in such haste that their guns were left loaded and primed. Taking complete possession of the battery, he turned the guns upon the town. The Tripolitan ensign was hauled down, and for the first time in history, the American flag was hoisted on a fort of the Old World. Lieutenant O'Bannon resigned from the Marine Corps on 6 March 1807. He died in Franklin County, Kentucky, 12 September 1850. A monument to his memory is erected over his grave in the state cemetery at Frankfort, Kentucky.

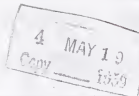
The first O'BANNON (DD 177), a destroyer, was built by the Union Iron Works of San Francisco, California. Her keel was laid 11 November 1918 and she was launched 28 February 1919, under the sponsorship of Mrs. Henry O'Bannon Cooper, wife of the great-great nephew of Lieutenant Presley Neville O'Bannon, U. S. Marine Corps.

O'BANNON's overall length was 314'5"; extreme beam, 31'8"; normal displacement, 1191 tons; mean draft 9'4"; and designed speed, 35 knots. Her primary armament was four 4-inch guns; secondary armament, two 3-inch guns; and four 21-inch triple torpedo tubes. Her designed complement was 6 officers and 95 men.

O'BANNON was placed in commission at the Mare Island Navy Yard on 28 August 1919, when Lieutenant Robert F. Gross, USN, assumed command. After shakedown training along the coast of California and post-repair trials, she joined Destroyer Division 22, based at San Diego. Operations from that port included tactical exercises with units of Flotilla ELEVEN in March 1920, followed by a cruise of several weeks to Honolulu, Hawaii. Upon return she

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SHIP'S HISTORY SECTION

X-E 182
ABUS



HISTORY OF USS SC-1473

USS SC-1473, a submarine chaser, was built by the LeBlanc Shipbuilding Company of Weymouth, Nova Scotia, Canada. The former Canadian Motor Launch 395, she was transferred to the United States Navy upon completion of her builder's trials, 5 December 1942, and placed in commission as USS SC-1473, under the command of Ensign A. K. Dixon, USNR.

SC-1473 departed Weymouth on 10 December and entered the Boston Navy Yard the following day to refit for service in the United States Navy. On 12 January 1943 she made an overnight voyage to the New York Navy Yard where final work was completed. She got underway from New York on 23 February, bound for Miami, Florida, via Charleston, South Carolina.

SC-1473 arrived at the Submarine Chaser Training Center at Miami, 26 February 1943 for shakedown training until 21 March when she took departure in the anti-submarine screen of a convoy which anchored at Guantanamo Bay, Cuba, 28 March 1943. Four days later she sailed as escort for two merchant ships bound for Willemstadt, Curacao, Netherlands West Indies, via San Juan, Puerto Rico.

SC-1473 arrived at Willemstadt on 11 April, performing anti-submarine patrol off the harbor until 29 April when she steamed in convoy for Barranquilla, Columbia, returning to Willemstadt on 4 May by the way of Aruba, Netherlands West Indies. Two days later she sailed as an escort unit for a convoy bound for Guantanamo Bay, Cuba; thence independently for Miami, Florida, arriving 14 May 1943. She continued operations from Miami and Key West until 23 October 1943, escorting convoys along the coast of Florida and to ports of Cuba and the Bahamas. She was detached from the Gulf Sea Frontier on 23 October 1943 and steamed northward. After a call at Charleston, South Carolina, she arrived at the New York Navy Yard on 30 October 1943 for overhaul.

On 7 December 1943 SC-1473 sailed from New York to Quonset Point, Rhode Island, to serve with the Anti-Submarine Development Detachment of the U. S. Atlantic Fleet. Based at Quonset Point, she engaged in operations with various submarines in the Narragansett Bay between Newport, Rhode Island, and New London, Connecticut, testing new weapons and methods of anti-submarine warfare. She continued in this duty until 19 June 1945 when she got underway from Quonset Point, bound for Charleston, South Carolina, via New York and Norfolk.

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X-E182
#84

HISTORY OF USS WILMINGTON

USS WILMINGTON, gunboat number 8, was named for the city of Wilmington, Delaware. Her construction was authorized by Act of Congress, approved 3 March 1893, and she was built by the Newport News Shipbuilding and Dry Dock Company of Newport News, Virginia. Her keel was laid 8 October 1894 and she was launched 19 October 1895, under the sponsorship of Miss Anne B. Gray, daughter of United States Senator George Gray of Delaware.

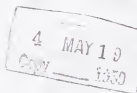
WILMINGTON's length on load water line was 250 feet, 9 inches; extreme breadth, 40 feet; displacement, 1,392 tons; mean draft, 9 feet; and speed, 15.08 knots. She was armed with eight 4-inch rapid fire guns; four 6-pounders; four 1-pounders; four Colts; and one 3-inch field gun. Her complement was 10 officers and 165 men.

WILMINGTON was placed in commission 13 May 1897 when Commander Chapman C. Todd, USN, assumed command. She was assigned to the North Atlantic Squadron and operated in Cuban waters during the Spanish-American War. At Manzanillo, 19 May 1898, she engaged the Spanish shore batteries and assisted in the destruction of Spanish gunboats in the harbor. At the close of the war she was fitted out for foreign service in the Boston and Norfolk Navy Yards. She sailed from Hampton Roads on 24 December 1898 for duty with the South Atlantic Squadron, including a cruise up the Orinoco and Amazon Rivers as far as navigable.

On 21 January 1899 WILMINGTON departed Port of Spain, Trinidad, standing toward Barima Point, Venezuela, and the Orinoco River. On 23 January she proceeded down the Santa Catalina River to the main branch of the Orinoco. The next day she stood up the Orinoco River about 200 miles to Ciudad Bolivar, Venezuela, where the Governor of the Province, the American Consul, and the Venezuelan Minister, were received aboard with customary honors. On 23 January she sailed for return to Port of Spain. Subsequent operations from that port until 6 March, included visits to Guanta in northern Venezuela; Georgetown; British Guiana; and Paramaibo, Dutch Guiana.

On 6 March 1899 WILMINGTON entered the Para River, the southern estuary of the Amazon, and stood up the river to Para, Brazil; thence to the mouth of the Negros River to Manaus, Brazil, arriving 23 March. She then passed the channel to Solimoes River, the upper and main source of the Amazon. At the border of Peru, 11 April, she stopped at Leticia where Peruvian officers came aboard and granted permission for WILMINGTON to proceed to Iquitos, in northeastern Peru. She arrived at Iquitos, 13 April 1899. During her stay many official calls were exchanged by her officers and

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HISTORY OF USS LSM-218

LSM-218 was built by the Dravo Corporation of Wilmington, Delaware. Her keel was laid 24 May 1944 and she was launched 11 July, under the sponsorship of Mrs. E. R. Davidson. The ship was placed in commission at the Philadelphia Navy Yard on 9 August 1944, when Lieutenant Arthur B. Howell, USNR, assumed command.

LSM-218 departed Philadelphia on 16 August 1944 for shakedown training in the Chesapeake Bay and after post-shakedown alterations in the Norfolk Navy Yard, cleared Hampton Roads on 28 September 1944, bound for the Solomon Islands, via the Panama Canal, the Society Islands, and Espiritu Santo, New Hebrides Islands. She arrived at Tulagi on 22 November, beaching three days later at Kukum Beach, Guadalcanal, to load mortar ammunition. On 27 November she got underway for Hollandia, New Guinea, where she off loaded ammunition 2-12 December 1944. She then engaged in rehearsal landings off Cape Sansapor, sailing 30 December for the Philippine Islands with 86 men and equipment of the First Field Artillery, First Army Corps, Sixth Army embarked.

On 9 January 1945, the first day of the Lingayen Gulf landings, she formed in the left flank of the twelfth assault wave to blue beach One. She next loaded 23 Army vehicles and Army troops from transport SUMTER, landing them on blue beach. Throughout the day the transport area was under sporadic attack by enemy aircraft and LSM-218 opened fire on several enemy planes. During the night she moved alongside USS JUPITER, loading an artillery unit of four heavy field guns with caterpillars and trailers, and the personnel for the unit, landing them the following morning. She continued the landing of equipment and troops from the transports until 12 January when she sailed for San Pedro Bay.

Underway from San Pedro Bay on 27 January 1945, she transported men and equipment of the 188th Paraglider Infantry to Nasugbu, Luzon, 31 January and put into Mangarin Bay, Mindoro, the next day. After another voyage to Nasugbu, Luzon, with men and equipment of the 19th Infantry, she departed Mangarin Bay on 6 February for Subic Bay, Luzon, Philippine Islands. On 14 February she embarked men and equipment of the 2nd platoon, Battery "A", 950th AAA (AW) Battalion and steamed for the landings on Bataan Peninsula. She debarked her passengers and equipment in Mariveles Harbor, 15 February, and the following day she landed a partial cargo of Army vehicles loaded from LSM-169. She returned to Subic Bay on 17 February 1945.

On 4 March 1945, LSM-218 sailed from Subic Bay to transport men and equipment of the 34th Infantry to Mangarin Bay. Four days later she departed with seventy men of the 543rd Engineer Boat and Shore Regiment and their equipment, hitting Red Beach, Zamboanga, Mindanao, 10 March, in the ninth

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HISTORY OF USS SAN CARLOS (AVP 51)

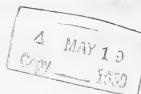
USS SAN CARLOS (AVP 51) is named for a bay on the southwest coast of Florida.

USS SAN CARLOS (AVP 51), a small seaplane tender, was built by the Lake Washington Shipyards of Broughton, Washington. Her keel was laid 7 September 1942 and she was launched on 20 December 1942, under the sponsorship of Mrs. Henry D. Batterton, widow of Lieutenant Commander Batterton, USN, who perished at sea off Port Angeles, Washington, 11 August 1942. On that day Lieutenant Commander Batterton used his own body to shield the men of his training demolition group from an exploding demolition bomb. He was posthumously awarded the Bronze Star Medal for this act of heroism and devotion.

SAN CARLOS was placed in commission on 21 March 1944 when Lieutenant Commander De Long Mills, USN, assumed command. After shakedown training along the west coast, she departed Los Angeles on 1 June 1944, enroute to the South Pacific. She made brief calls at Pearl Harbor; Tarawa in the Gilbert Islands; and Tulagi, Florida Island; arriving at Green Island of the Solomons Group, 25 June 1944. The next day she relieved USS HALF MOON (AVP 26) and commenced tending service for the Catalina planes of Patrol Squadron 101 which engaged in air-sea rescue missions in the Northern Solomons. Relieved by USS EERON (AVP 2) on 3 September, SAN CARLOS steamed via the Admiralty Islands for Dutch New Guinea. She arrived at Middleburg Island of Dutch New Guinea on 12 September 1944.

SAN CARLOS relieved USS ORCA as tender for Patrol Squadron 33 and on 17 September got underway in company with HALF MOON (AVP 26). The two vessels arrived off Morotai Island the next day and immediately laid sea plane mooring buoys. That afternoon the planes of Patrol Squadron 33 arrived to commence air-sea rescue searches of sea lanes in support of the occupation of Morotai. SAN CARLOS sailed from Morotai on 30 September to load ammunition at Owl Island, then put into Humboldt Bay, New Guinea, 3 October 1944. She sailed from Humboldt Bay on 12 October and made rendezvous at sea with Rear Admiral J. B. Oldendorf's Task Group on 16 October 1944. The task group arrived off Leyte on 18 October and SAN CARLOS took assigned station in Leyte Gulf the next day to fuel observation and scouting planes which operated from cruisers. That night she conducted patrol of the area between Ambuyog Town and the Cadacan River. In the early morning of 21 October she came under attack by several Japanese dive-bombers who dropped eight bombs but scored only three near misses for no damage to SAN CARLOS. A few minutes later another enemy bomber was taken

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HISTORY OF USS DANIEL (DE 335)

USS DANIEL (DE 335) is named in honor of Private First Class Hugh Spencer Daniel, United States Marine Corps Reserve.

Hugh Spencer Daniel was born at Chattanooga, Tennessee, 26 December 1923. He enlisted in the United States Marine Corps Reserve at Nashville on 9 June 1941 and was assigned to active duty on the same date. He reported for duty in aircraft carrier HORNET (CV 8) on 15 October 1941 and was posthumously awarded the Navy Cross for extraordinary heroism aboard that vessel during the Battle of the Santa Cruz Islands, 26 October 1942. While manning a 1.1 inch machine gun against enemy torpedo planes and bombers, Private First Class Daniel was severely wounded by shrapnel from a demolition bomb which exploded near his station. With utter disregard for his own condition, he replaced an injured gun captain for the period of an hour, valiantly carrying on until other members of the crew discovered his wounds, overrode his protests and removed him to a dressing station. HORNET was lost during the day and Daniel was transferred to another ship where he died, 28 October 1942, and was buried at sea.

USS DANIEL (DE 335), an escort vessel, was built by the Consolidated Steel Corporation of Orange, Texas. Her keel was laid 30 August 1943 and she was launched 16 November 1943 under the sponsorship of Mrs. Cecilia E. Daniel, mother of Private First Class Hugh Spencer Daniel, USMCR. The ship was placed in commission at Orange, Texas, on 24 January 1944, when Lieutenant Commander Harold E. Waller, USNR, assumed command.

After structural firing tests in the Gulf of Mexico near the Sabine River, DANIEL arrived at Galveston, Texas, on 2 February 1944. She sailed from that port on 11 February for shakedown training off Bermuda, followed by post-shakedown upkeep at the Charleston Navy Yard (14-22 March). She then departed to base her operations at Norfolk, arriving 24 March 1944. She served as schoolship for destroyer escort nucleus crews in the Hampton Roads area until 31 May 1944, with six intervening escort runs to New York and return to Norfolk.

DANIEL departed Hampton Roads on 31 May 1944 and arrived at Southport, North Carolina, on 1 June 1944. Two days later she sailed as escort for War Shipping Administration tug POINT SUR, enroute to Bermuda. She arrived at Port Royal, Bermuda, 11 June, and returned to Boston on 14 June 1944. She got underway from Boston on 27 June and arrived at Norfolk on 30 June, reporting to Task Force 68 as a unit of Escort Division Fifty-nine for duty.

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X-E182
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#88

HISTORY OF USS CAMERON (APB 50)

USS CAMERON (APB 50), a self-propelled barracks ship, is named for counties in Louisiana, Pennsylvania and Texas. She was built as USS LST-298 by the Bethlehem Steel Corporation of Hingham, Massachusetts. Her keel was laid on 1 June 1944 and she was launched on 5 July 1944. The ship was placed in commission at Boston on 30 July, under command of Lieutenant C. R. Stearns, USNR.

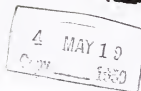
LST-298 departed Boston on 5 August for shakedown training in the Chesapeake Bay while based at Norfolk. She returned to New York on 29 August to load cargo including one complete section and two-thirds of another section of an LCT. She sailed in convoy from New York on 3 September, calling at Guantanamo Bay, Cuba; Coco Solo, Canal Zone; and Acapulco, Mexico, before arrival at San Diego on 2 October 1944. After refueling and loading supplies, she sailed on 7 October and arrived at Pearl Harbor 17 October 1944. Thereafter she engaged in maneuvers and amphibious training exercises at Maalea Bay, Maui, and Hilo, Hawaii. On 22 January 1945 she departed Pearl Harbor with men of the Fourth Marine Division embarked, carrying LCT-1029 as cargo. After touching at Eniwetok she arrived at Saipan in the Marianas Islands on 10 February. She launched the LCT-1029 while at Saipan and embarked additional troops along with landing vehicle tanks in preparation for the initial assault and invasion of Iwo Jima. She sailed from Saipan on 15 February and arrived off Iwo Jima to take part in the initial assault on that Island, 19 February 1945. She landed her Marines and cargo without mishap, remaining to assist in the unloading of cargo ships and troop transports. She also furnished water, supplies, and fuel to small craft.

After loading tanks and men of the Third Marine Battalion, LST-298 departed Iwo Jima on 22 March 1945. She arrived at Guam in the Marianas Islands on 27 March to unload the tanks and personnel before taking departure on 6 May, enroute to San Diego via Pearl Harbor.

LST-298 arrived at San Diego on 9 May 1945 for overhaul and repairs. On 25 July she shifted to Long Beach and entered the yard of the Craig Shipbuilding Company for conversion to a self-propelled barracks ship. Her designation was changed to APB-50, effective 1 August 1945, and she was assigned the name CAMERON.

On 12 September 1945 CAMERON shifted from the yard of the Craig Shipbuilding Company to Terminal Island, San Pedro, California. Her conversion was completed by 22 September and she remained for operations at San Pedro, making a brief visit at Santa Barbara (10-13 November 1945).

NAVY DEPARTMENT
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HISTORY OF SHIPS NAMED LONG BEACH

Two Ships of the Fleet have been named for the city of Long Beach, California.

The first LONG BEACH (AK 9), a cargo ship, was acquired from the United States Shipping Board on 6 April 1917. Formerly the German steamer HOHENFELDE, she was built in 1892 by William Pickersgill and Sons of Sunderland, England.

The over-all length of LONG BEACH was 330'; beam 41'11"; normal displacement of 5,800 tons; speed of 8.5 knots; with a complement of 10 officers and 94 men. She was armed with one 3-inch .50 caliber anti-aircraft gun and two machine guns.

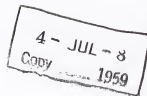
LONG BEACH was fitted out at the Navy Yard, Charleston, South Carolina. She was placed in commission on 20 December 1917 under the command of Lieutenant Commander Eric Nelson, USNRF, and assigned to Train, Special Service. On 26 December she departed Charleston for Jacksonville, Florida, where she loaded a cargo of lumber for delivery to Philadelphia on 9 January 1918. She then steamed to the Norfolk Navy Yard and was fitted out for foreign service.

LONG BEACH sailed from Norfolk on 4 February and arrived at Dublin, Ireland, 3 March 1918. Assigned to the U. S. Naval Force Operating in Europe, she engaged in cross channel service, transporting coal from England and Ireland to ports in France for use of the United States Army. She continued this duty until 23 April 1919 when she sailed from Dublin, enroute to the United States with a cargo of miscellaneous aviation material. She arrived at Norfolk on 13 May to unload her cargo and entered the Philadelphia Navy Yard on 19 May for repairs.

LONG BEACH got underway from Philadelphia on 17 October and arrived at Hampton Roads the next day. She was assigned to the Naval Overseas Transportation Service and based her operations from Norfolk. Her principal duty was the transport of coal to Portsmouth, New Hampshire; Boston, Massachusetts; and Key West, Florida. She made a voyage to ports in the West Indies (19 February - 20 March 1920), transporting stores and supplies for Marine detachments. In July 1920 she was assigned to the Naval Transportation Service.

LONG BEACH continued operations from Norfolk which included another voyage to ports in the West Indies (29 October - 4 December 1920.) She departed Norfolk on 19 December 1920 to deliver a cargo of coal to Melville, Rhode Island, then entered the Boston Navy Yard on 30 December 1920. She remained at Boston where she was placed out of commission on 26 April 1921. LONG BEACH was sold on 24 May 1922, to Mr. B. L. Stafford of New York, for \$20,000.

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HISTORY OF U. S. SLOOP-OF-WAR LANCASTER

USS LANCASTER was named for the city of Lancaster, Pennsylvania. She was the largest of five wooden screw sloops-of-war authorized by Act of Congress, approved 3 March 1857. Built by the Philadelphia Navy Yard, she was launched on 20 October 1858 under the sponsorship of Miss Harriet Lane (Mrs. Harriet Lane Johnson), niece of James Buchanan, President of the United States.

LANCASTER's length was 235 feet, 8 inches; beam 46 feet; depth in hold, 19 feet, 2 inches; displacement, 3250 tons; and draft, 18 feet, 6 inches. She had a complement of 350 officers and men and her original armament was two 11-inch Dahlgren guns and twenty 9-inch Dahlgren guns. In 1863 she was armed with two 11-inch Dahlgren guns, twenty-four 9-inch Dahlgren guns, and two 30-pounder Parrott rifles. The total cost of the sloop-of-war was \$607,523.32.

LANCASTER was placed in commission at Philadelphia 12 May 1859, under command of Captain John Rudd. She was assigned to the Pacific Station as flagship and after completing trials departed Delaware Bay on 27 July. Stopping at Rio de Janeiro and Valparaiso enroute, she arrived in Panama Bay 6 December and on the 8th Flag Officer J. B. Montgomery hoisted his flag aboard her. LANCASTER served as flagship of the Pacific Squadron until 1866. This duty precluded any particularly outstanding service in the Civil War, but she cruised actively on the coast of South and Central America, Mexico and California, protecting American commerce and the Pacific mail steamers. On 11 November 1864, by order of acting Rear Admiral George F. Pearson, a secret expedition of boats was sent from the ship and captured a party of Confederate officers on board the passenger steamer SALVADOR, outside of the Bay of Panama, who had planned to seize that ship for the use of the Confederate Government. During March - June 1866 LANCASTER received extensive repairs at the Mare Island Navy Yard and on 27 June sailed from San Francisco for the east coast, via Panama Bay, Callao, Valparaiso, Barbados and Nassau. She arrived at the Norfolk Navy Yard 8 March 1867 and was placed out of commission on the 19th.

Recommissioned 26 August 1869, LANCASTER departed Norfolk 21 October for the South Atlantic Station, via Funchal, Madeira. She arrived at Rio de Janeiro 6 January 1870 and served as flagship of the squadron until 1875, visiting various ports and exchanging courtesies with ships of other countries. On 18 July 1872 she took part in the celebration of the coronation anniversary of the Emperor of Brazil at Rio de Janeiro and received the Emperor and Empress on board. During January-May 1874 she took part in fleet drills on the North Atlantic Station and was one of the force concentrated at Key West in anticipation of war with Spain over the

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HISTORY OF USS GUEST (DD 472)

USS GUEST (DD 472) is named in honor of Commodore John Guest, U. S. Navy.

John Guest was born in Missouri 7 March 1822 and was appointed midshipman, 16 December 1837. He served in the U. S. frigate CONGRESS during the Mexican War, participating in the battles of San Gabriel and the Mesa, California, 8-9 January 1847. Second in command of the U. S. sloop PLYMOUTH in the East Indies, 1851-1855, he commanded a party that boarded the Chinese man-of-war SIR H. COMPTON and liberated the crew of a pilot boat under the protection of the American Flag, 1854. He also was in command of American forces during a severe and victorious action with the Chinese Imperial forces at Shanghai to prevent aggression against foreign residents, April 1854.

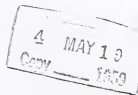
During the Civil War, 1861-1865, he commanded USS OWASCO in the battle of Forts Jackson and St. Philip and the capture of New Orleans, April 1862. He engaged the Vicksburg batteries during June 1862 and participated in the capture of the forts at Galveston, Texas, October 1862. He commanded iron-clad SANGAMON, the first vessel fitted with a spar torpedo, the invention of Commodore Guest, 1863. He also took part in the two attacks on Fort Fisher, North Carolina, 24-25 December 1864 and 15 January 1865. Commodore John Guest died on 12 January 1879.

USS GUEST (DD 472), a destroyer, was built by the Boston Navy Yard. Her keel was laid 27 September 1941 and she was launched 20 February 1942, under the sponsorship of Mrs. Ann Guest Walsh, granddaughter of Commodore John Guest, USN. The ship was placed in commission on 15 December 1942, when Commander Henry Crommelin, USN, assumed command.

GUEST departed Boston on 15 February 1943 for exercises in Casco Bay, Maine, and shakedown training while based at Guantanamo Bay, Cuba. She returned to Boston on 20 March 1943 for alterations, followed by a cruise to Trinidad with carrier INDEPENDENCE and training operations off the eastern seaboard. On 28 April 1943 she sailed from New York in the escort screen of a convoy bound for Casablanca, French Morocco, returning to Boston on 31 May to resume training operations with carriers. On 20 July 1943 she got underway from Boston, enroute with destroyer RINGGOLD to Pearl Harbor via the Panama Canal.

GUEST arrived at Pearl Harbor on 9 August 1943 and engaged in training exercises until 19 August. then joined the THIRD FLEET at Efate, New Hebrides Island, 28 August 1943. Her duty until late October included escort of task forces which made an offensive sweep to the Santa Cruz Islands, and several

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HISTORY OF USS SMARTT (DE 257)

USS SMARTT (DE 257) is named in honor of Ensign Joseph Gillespie Smartt, USNR.

Joseph Gillespie Smartt was born in Austin, Texas, 19 March 1917 and joined the U. S. Naval Reserve 8 October 1940. After flight training at Pensacola Naval Air Station, he was commissioned Ensign 16 September 1941, and assigned to Patrol Squadron Eleven. He was killed during the Japanese attack on Pearl Harbor 7 December 1941, while on active duty with Patrol Squadron Eleven based at Kaneohe Bay.

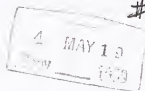
USS SMARTT (DE 257) was built by the Boston Navy Yard of Boston, Massachusetts. Her keel was laid 10 January 1943 and she was launched 22 February 1943 under the sponsorship of Mrs. Sarah G. Thomson, mother of Ensign Smartt. USS SMARTT was placed in commission 18 June 1943 under the command of Lieutenant Commander W. B. Pendleton, USN.

After fitting out at Boston, SMARTT got underway 6 July to conduct shakedown training operations out of Bermuda, British West Indies. She returned to Boston 7 August and after post-shakedown repairs steamed to New London, Connecticut, 16 August to conduct training exercises with submarines of Submarine Squadron One. On 23 August she steamed for Norfolk, Virginia, arriving the following day.

On 27 August 1943 SMARTT departed Norfolk as a unit of the escort for a convoy of merchant ships bound for North African ports. On 13 September the convoy passed through the Straits of Gibraltar and the merchant ships were turned over to British control. The American escort vessels reversed course and put into Casablanca, French Morocco, the following day. On 17 October SMARTT sailed as escort for return of the convoy to the United States, arriving at Brooklyn on 5 October. She departed New York on 16 October for gunnery drills at Casco Bay, Maine, and anti-submarine warfare exercises at New London until 22 October, arriving at Norfolk the following day. Between 25 October 1943 and 20 April 1944, SMARTT made three escort voyages to Casablanca and return to New York. Each voyage was followed by refresher training out of Casco Bay, Maine, and New London, Connecticut.

On 23 April 1944 SMARTT sailed from Norfolk with Escort Division Five as escort unit for convoy UGS-40, enroute to the Mediterranean. While in the Mediterranean near Algiers on 11 May 1944 the convoy was attacked by enemy dive bombers. The escort vessels immediately laid a smoke screen and SMARTT took three attacking Junker-88's under fire, observing hits on the

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HISTORY OF USS HEYWOOD L. EDWARDS (DD 663)

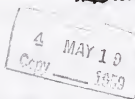
USS HEYWOOD L. EDWARDS (DD 663) is named in honor of Lieutenant Commander Heywood Lane Edwards, United States Navy.

Heywood Lane Edwards was born in San Saba, Texas, 9 November 1905. He entered the Naval Academy in June 1922 and after graduation was assigned duty in battleship FLORIDA. He was detached in February 1928 for duty with the Olympic Squad at the Naval Academy and subsequently served in cruiser RENO and destroyers KENNEDY and WILLIAM D. PRESTON. In January 1931 he commenced a course in submarine instruction at the submarine base of New London, Connecticut. From 30 June 1931 to 20 May 1933, he had successive duty in submarines BONITA, BASS, and BARRACUDA. He returned to the Naval Academy in June 1933 for a postgraduate course at the School of the Line and was detached in May 1935, reporting for duty in cruiser DETROIT. He served in that vessel until 31 May 1938 when assigned duty at the Norfolk Navy Yard. On 6 April 1940 he assumed command of destroyer REUBEN JAMES. The first United States warship to be sunk in the "Battle of the Atlantic", REUBEN JAMES was torpedoed by a German submarine while on convoy duty west of Iceland, the night of 30-31 October 1941. Lieutenant Commander Edwards and ninety-nine of his men perished with the sinking of the ship.

HEYWOOD L. EDWARDS (DD 663), a destroyer, was built by the Boston Navy Yard. Her keel was laid 4 July 1943 and she was launched 6 October 1943 under sponsorship of Mrs. Louise S. Edwards, mother of Lieutenant Commander Heywood Lane Edwards, USN. The ship was placed in commission 26 January 1944, when Commander Joe W. Boulware, USN, assumed command.

On 25 February 1944 HEYWOOD L. EDWARDS departed Boston for shakedown training off Bermuda. She returned to Boston on 27 March for post-shakedown availability, followed by gunnery exercises out of Portland, Maine, (7-14 April). She sailed from Boston on 16 April 1944, enroute to the Pacific. She transited the Panama Canal on 22 April and arrived at San Diego, 30 April 1944. She departed that port on 1 May and arrived at Pearl Harbor on 8 May for training maneuvers with units of Task Force 52 under command of Vice Admiral Richmond K. Turner. The task force got underway from Pearl Harbor on 29 May with HEYWOOD L. EDWARDS serving in the transport Screen as a unit of Destroyer Squadron 56. Sailing via Eniwetok in the Marshall Islands, HEYWOOD L. EDWARDS arrived off Saipan in the early morning of 15 June and took a patrol screen station to seaward of the unloading area as troops were landed for the initial invasion of that island. On 21 June she joined fire support ships and took station to

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HISTORY OF SHIPS NAMED PROVIDENCE

Three ships of the Fleet have been named for the capital city of Providence, Rhode Island. An Army gondola in the fleet of General Benedict Arnold on Lake Champlain in 1776 was also named PROVIDENCE.

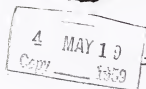
The first PROVIDENCE, a Continental sloop, was originally sloop KATY owned by John Brown of Providence, Rhode Island. KATY was chartered by the Colony of Rhode Island in June 1775 for the defense of that Colony, and placed under command of Captain Abraham Whipple. Purchased by the Marine Committee for the Continental Navy in December 1775, KATY carried to Philadelphia, the Rhode Island seamen enlisted by Ezek Hopkins for his fleet fitting out at Philadelphia. Armed with twelve guns, she was renamed PROVIDENCE and placed under command of Captain John Hazard.

PROVIDENCE sailed from the Delaware on 17 February 1776, bound for New Providence, Bahamas, with Commodore Hopkins' fleet. She took part in the capture of Nassau, 3-4 March 1776, during which quantities of valuable military stores were seized. She sailed for the return voyage with the fleet on 17 March and was one of the Continental vessels which crippled HMS GLASGOW during a severe engagement of about three hours on 6 April while off Block Island. The next day she arrived at New London.

On 10 May 1776, Lieutenant John Paul Jones was ordered to command PROVIDENCE. After transporting Army troops to New York she gave protection to convoys operating between Narragansett Bay and Long Island, then conducted a convoy from Boston to the Delaware, arriving 1 August 1776. She set sail from the Delaware on 21 August and while off Bermuda had a running battle with HMB Frigate SOLEBAY, 28 guns. She engaged HMB Frigate MILFORD off the Isle of Sable and by 28 September had captured sixteen prizes and destroyed several fisheries at Canso and Isle Madame. About a week later she returned to Newport Harbor. John Paul Jones was subsequently given command of ALFRED and Captain Hoysted Hacker was assigned to PROVIDENCE. On 2 November 1776 the two vessels departed Boston for a cruise off Cape Breton. The transport MELLISH and two other ships were captured off Louisburg before 18 November when PROVIDENCE put back to Newport in want of repairs.

The British seized Narragansett Bay in December 1776 and PROVIDENCE with other American vessels there retired up the Providence River. In February 1777, under Lieutenant Jonathan Pitcher, PROVIDENCE ran the British blockade and after putting into New Bedford, cruised to Cape Breton where she captured a transport brig loaded with stores and carrying two officers

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HISTORY OF USS SAN PABLO (AGS 30)

San Pablo Bay is a small, shallow body of water in the northern end of San Francisco Bay.

USS SAN PABLO was built by the Associated Shipbuilding Corporation of Seattle, Washington. Her keel was laid 2 July 1941 and she was launched 31 March 1942 under the sponsorship of Mrs. W. A. Hall, wife of Captain Hall, USN. SAN PABLO was placed in commission as a Seaplane Tender (AVP 30) 15 March 1943 under the command of Commander R. R. Darron, USN.

After fitting out at Puget Sound, she got underway 13 April and arrived at San I'ego 17 April to conduct shakedown training operations. On 15 June she departed San Diego and, steaming via Pearl Harbor, Espiritu Santo, New Hebrides; and Noumea, New Caledonia, arrived at Brisbane, Australia, 18 July 1943. Departing Brisbane 29 July, she sailed inside the Great Barrier Reef to Bowen, Australia, to deliver aircraft mooring gear, and thence to Milne Bay, New Guinea. Anchoring in Milne Bay on the night of 2 August, she proceeded the following day to Namoi Bay where she spent the next two months tending PBV-5 planes of patrol squadron 101. An average of two patrols a night were sent out to harass enemy shipping, barge, and troops concentrations. In addition, Patrol Squadron 101 performed several air-sea rescue missions, conducted night search operations to supply information to advanced echelons preparing for the New Guinea invasion, and dropped supplies to friendly coast watchers in the New Guinea-New Britain Combat Area. Between 13 and 17 September, Patrol Squadron 11 relieved Patrol Squadron 101. In addition to her duties as a seaplane tender, SAN PABLO assisted in establishing the advanced bases at Samarai in China Straits and at Honey Hollow in Namoi Bay. She departed Namoi Bay 9 October, returning to Brisbane, Australia, 12 October for repairs, replenishment and liberty.

On 2 November 1943 SAN PABLO departed Brisbane and two days later arrived at the Naval Air Station, Palm Island, Australia, to tend seaplanes while they were engaged in training operations. She steamed from Palm Island 16 December, returning to Namoi Bay 17 December to relieve USS HALF MOON as advanced tender for Patrol Squadron 52. Seaplane operations from Namoi Bay continued until 31 December when all planes were reassigned to Samarai. The same day SAN PABLO got underway for Milne Bay, New Guinea, to refuel and reprovision. Returning to Namoi Bay 2 January, she handled emergency landings for the planes based at Samarai in addition to tending two scout planes from USS BOISE and an occasional PBV-5 on rescue duty from Port Moresby.

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HISTORY OF USS ARD-14

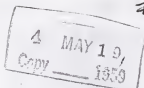
USS ARD-14, an auxiliary floating dry dock, was built by the Pacific Bridge Company of Alameda, California. She was placed in commission at Oakland, California, 15 December 1943, under command of Lieutenant Commander P. E. Troup, USNR. She was christened in ceremonies of that day by Doris M. Troup, assisted by Mary Lou Williams.

On 20 December 1943 ARD-14 was towed to Paradise Cove off Floating Dry Dock Training Center, Tiburon, California, where she underwent tests and was completed by the Pacific Bridge Company. She returned to Oakland on 22 January 1944 and anchored off Yerba Buena Island for loading of cargo. On 31 January she departed San Francisco Bay in tow of tug LIBBY ISLAND and arrived in Pallikulo Bay off Espiritu Santo, New Hebrides Island, 9 March 1944. After loading more cargo she continued in tow of tug LIBBY ISLAND to Tulagi, Florida Island, Solomons Group, arriving 25 March to discharge her cargo. On 29 March she was towed to Purvis Bay, Florida Island, and anchored in a permanent berth in Swain Cove. She remained until 15 October 1944, engaged in repairs and upkeep of various vessels of the Pacific Fleet.

On 15 October 1944, ARD-14, with dock basin loaded with general cargo and small craft, was taken in tow by TAWASA (AT 92) and on the 19th, anchored in Second Channel between Espiritu Santo and Aore Island. After unloading, she rendered docking service to vessels operating in the area of the New Hebrides Islands until February 1945. She returned to Purvis Bay on 7 February and resumed repair duty there.

On 10 April 1945 ARD-14 departed Purvis Bay in tow of tug ATR-33, enroute to the Philippine Islands via Humboldt Bay, New Guinea; and Ulithi, Caroline Islands, delivering and taking on cargo at these ports. At Ulithi on 7 May, her tow was taken by tug ATA-199. She arrived in San Pedro Bay, Leyte Gulf, on 13 May and after unloading tugs and small craft, engaged in docking and repair duties until 31 December 1945. On the latter date she was towed to Guiuan Harbor, Samar, remaining for duty until 20 April 1946 when she was taken in tow for Okinawa. She arrived at Buckner Bay on 26 April and shifted to Naha, Okinawa, on 21 May 1946. She returned to Buckner Bay on 29 May and the next day was taken in tow by merchant tug, enroute to the United States via Pearl Harbor. On 14 July 1946 she arrived at San Pedro, California, remaining until 3 October 1946. With dredge HENRY BACON in her dock, she was then taken in tow by USS HIDATSA, enroute to Savannah, Georgia. She transited the Panama Canal on 23 November in tow of tug ATF-162 and arrived at Savannah, 5 December 1946. She was decommissioned

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HISTORY OF USS PROVIDENCE (CLG 6)

USS PROVIDENCE (CLG 6), is the third ship of the Fleet to be named for the capital city of Providence, Rhode Island. An Army gondola in the fleet of General Benedict Arnold on Lake Champlain in 1776 was also named PROVIDENCE.

The first PROVIDENCE (1775-1779), was originally the Sloop KATY owned by John Brown of Providence, Rhode Island. After having been chartered by the Colony of Rhode Island in June 1775 for defense of that colony, she was purchased by the Marine Committee for the Continental Navy in December 1775. Armed with 12 guns, she was renamed PROVIDENCE.

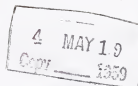
The second PROVIDENCE (1776-1786), a frigate of 28 guns, was built by Sylvester Bowes at Providence, Rhode Island, by order of the Continental Congress, and completed in 1776.

The third PROVIDENCE (CLG 6), a guided missile light cruiser, was originally built as a light cruiser (CL 82), by the Bethlehem Steel Company of Quincy, Massachusetts. Her keel was laid 27 July 1943 and she was launched on 28 December 1944, under the sponsorship of Mrs. Mary A. Roberts, mother of the Mayor of Providence, Rhode Island. The ship was placed in commission at the Boston Naval Shipyard on 15 May 1945, when Captain W. B. Jackson, USN, assumed command.

PROVIDENCE departed Boston on 13 June 1945 and sailed via Norfolk for shakedown training operations while based at Guantanamo Bay, Cuba. She returned to Boston on 23 July for post-shakedown overhaul. She sailed on 12 August for another tour of training operations out of Guantanamo Bay, Cuba, returning to New York on 1 September 1945. She arrived at Newport, Rhode Island on 4 September, conducting training in local areas for the prospective crews of carrier FRANKLIN D. ROOSEVELT, and cruisers SAVANNAH and FARGO until 6 October, then sailed for return to Boston. She arrived at the South Boston Navy Yard on 7 October to prepare for distant service, making an intervening visit to Providence, Rhode Island (25-30 October) for the celebration of Navy Day. She was assigned to Cruiser Division TEN, Second Fleet.

PROVIDENCE sailed from Boston on 7 November 1945, enroute to the Mediterranean. She arrived at Palermo, Sicily, 17 November 1945, and became the flagship of Rear Admiral W. A. Glassford, USN, Commander Naval Forces, Northwest African Waters. Rear Admiral Glassford was relieved by

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HISTORY OF SHIPS NAMED INDEPENDENCE

There have been five ships of the Fleet named INDEPENDENCE.

The first INDEPENDENCE was a continental sloop, 10 guns, purchased and fitted out by the Marine Committee. She was sent out under Captain John Young in September, 1776, to cruise along the Atlantic coast and to Martinique. She went to France with dispatches, arriving L'Orient late in September 1777 and disposed of 2 prizes before the British could interfere. She sailed for Americasin the following spring and was wrecked on the bar attempting to get into Ocracoke Inlet, North Carolina.

Eight State vessels during this period were also named INDEPENDENCE. One under command of Nichols (Massachusetts) captured 6 vessels in 1776 and another under command of Thomas Truxton (Pennsylvania) captured several including a brig, a sloop and a ship of 16 guns in 1777.

The second INDEPENDENCE, our first ship of the line, a 74 gun vessel was authorized by Congress in January 1813. She was built at the Boston Navy Yard under the personal supervision of Commodore William Bainbridge to the following dimensions: Length 188 feet, beam 50 feet, tonnage 2,257, 64 long, 32 pounders, twenty 32 pounders and 2 carronades. Her keel was laid in August 1813 and she was launched 20 July 1814. Total cost of her construction was \$421,810.41.

She sailed with a crew of 750 from Boston on her first cruise on 3 July 1815 under command of Captain William M. Crane as flagship of Commodore Bainbridge for duty in the Mediterranean Squadron. Five days after ratification of the Treaty of Ghent, Congress declared war on the Barbary Powers to put an end to their piracy and interference with our commerce. A ravel force under Commodore Stephen Decatur had sailed on 20 May and when the INDEPENDENCE arrived, peace had already been concluded on 30 June. After making a show of force at several Barbary ports, the INDEPENDENCE sailed on 1 October under command of Captain C. G. Ridgely for Newport arriving 15 November.

On 7 December she moved to Boston and became guardship of Commodore Bainbridge, flying his flag until 1819. From 1819-1835 she was laid up in ordinary at the Charlestown Navy Yard, Boston. In 1836 she became the first 74 gun ship to be razed (cut down to two decks, having one covered fighting deck with poop and forecastle decks) with 54 guns. It was thought this would improve her sailing qualities. When returned to service she actually carried eight 8 inch rifles and forty-eight 32 pounders with a crew of 550.

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HISTORY OF USS SCULPIN (SS 191)

A Sculpin is any of numerous spiny, large-headed, broad-mouthed, usually scaleless, fish which constitute the family Cottidae. Several species are found on the Atlantic coast of Europe and North America.

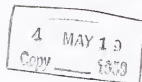
USS SCULPIN (SS 191) was built by the Portsmouth Navy Yard of Portsmouth, New Hampshire. Her keel was laid 7 September 1937 and she was launched 27 July 1938 under the sponsorship of Mrs. Joseph R. Defrees, wife of Rear Admiral Defrees, Director of Shore Establishments, Navy Department. SCULPIN was placed in commission 16 January 1939 under the command of Lieutenant Warren D. Wilkin, USN.

When SCULPIN sailed for Newport on the first leg of her shakedown training cruise 23 May 1939, she was ordered to search the SQUALUS operating area enroute and make every effort to contact SQUALUS who was overdue in making her surfacing report after a practice dive off the Isles of Shoals. When about 5 miles west of SQUALUS' reported diving position she sighted a red smoke bomb, and steaming in that direction, located a marker buoy from SQUALUS. SCULPIN held a short conversation with SQUALUS over the buoy telephone, learning that she was resting on the bottom in 240 feet of water, the high induction was open, and that the crew's compartment and the forward and after engine rooms were flooded. The buoy line fouled and parted after two minutes but SCULPIN re-established communication by tapping in Morse code on her hull and receiving similarly transmitted messages from SQUALUS. When submarine rescue ship FALCON arrived that night, divers came aboard SCULPIN to familiarize themselves with the layout and equipment to be found on sister ship SQUALUS.

SCULPIN stood by during the rescue operations, and after the 33 survivors had been rescued by divers from FALCON, assisted in the salvage operations. She sounded out the approaches to Portsmouth Harbor, preparing supplementary charts which were used in towing SQUALUS to shallower water to facilitate the underwater work. On 13 September the sunken submarine was finally floated and towed in to the Portsmouth Navy Yard.

Upon completion of the SQUALUS salvage operations, SCULPIN underwent overhaul at Portsmouth Navy Yard, then engaged in local operations and training exercises out of New London and Newport until 28 January 1940 when she departed Portsmouth for the West Coast. After calling at Newport, New York, Norfolk, and Key West, she transited the Panama Canal 26 February and arrived at San Diego 6 March. Underway from San Diego 1 April, she arrived

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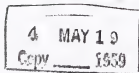
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HISTORY OF SHIPS NAMED PREBLE

Four ships of The Fleet have been named in honor of Commodore Edward Preble, United States Navy.

Edward Preble was born at Falmouth, now Portland, Maine, 15 August 1761. He received an appointment in the Massachusetts state marine in 1779 and became an officer in the 26-gun ship PROTECTOR, taking part in two severe engagements with British ships before PROTECTOR was captured in 1781 and Preble made prisoner for a time in the prison ship NEW JERSEY. The next year he became first lieutenant of Massachusetts cruiser WINTHROP, gaining a reputation of undaunted courage and great presence of mind in the boarding and capture of a British brig as it lay at anchor under the cover of British guns at Castine, Maine, gallantly working the captured brig out to sea under severe fire from the shore. After the Revolutionary War he spent about fifteen years in the merchant service. He was appointed as first lieutenant in the United States Navy in April 1798 and the following January was ordered to command the 14-gun brig PICKERING in the Squadron of Commodore Barry for protection of American commerce against armed French privateers in the West Indies. Commissioned a Captain on 7 June 1799 to rank from 15 May, he took command of the new frigate ESSEX in December. He sailed from New York in January 1800 to afford protection to American vessels engaged in China and eastern trade and during this cruise had the honor of being the first naval officer to fly the American flag east of the Cape of Good Hope. In 1803 he was given command of the Third Squadron to be sent to the Mediterranean, with CONSTITUTION as his flagship. He established a treaty of peace with the Emperor of Morocco in October 1803, then effected immediate blockade of the Harbor of Tripoli and commenced operations for the destruction of the captured frigate PHILADELPHIA in that harbor. The honor and accomplishment of this daring feat fell to Decatur. In bomb ketch INTREPID, he entered the enemy harbor on the night of 16 February 1804, swept the Tripolitan crew overboard within twenty minutes, and with but one man wounded, departed the harbor under fire of enemy shore batteries, lighted by the burning PHILADELPHIA. Preble directed the first assault on Tripoli on 3 August 1804. Four subsequent assaults were made, two at night, with great loss to the enemy. In September 1804 Preble was superceded by a more powerful squadron under Commodore Samuel Barron. He returned home in JOHN ADAMS in February 1805 and thereafter engaged in the building of gunboats for the Navy at Portland, Maine. His health steadily declined and he died on 25 August 1807, at the age of forty-six. Impartial in his judgment and free from prejudice, he justly earned the respect and admiration of his officers. He made a place for himself among those officers who laid the foundation of discipline and training for the Navy of today. His Squadron in the Mediterranean was a training school for young officers who later distinguished themselves during the War of 1812. Among his many pupils were Stephen Decatur, William Bainbridge, Charles Stewart, Isaac Hull, and David Porter.

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HISTORY OF USS CUTTLEFISH (SS 171)

USS CUTTLEFISH (SS 171) was named for a ten armed marine mollusk about eighteen inches long, similar to the squid but having an internal calcified shell from which commercial cuttle bone is obtained.

CUTTLEFISH was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 7 October 1931 and she was launched 21 November 1933, under the sponsorship of Mrs. Beirne E. Bullard, wife of Lieutenant Commander Bullard, USN, Superintending Constructor of the Electric Boat Company.

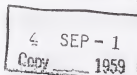
CUTTLEFISH was the first United States submarine built in Groton. She was actually the Electric Boat Company's 110th submarine but her predecessors were only designed in Groton with construction sublet to the Fore River Shipbuilding Company of Quincy, Massachusetts, and the Union Iron Works of San Francisco, California. Sometimes called the Navy's first welded submarine, she was something of a hybrid during a time when the Navy was making the transition from rivet to weld. According to the estimate of the Electric Boat Company's welding supervisor, she was about 40 percent welded and 60 percent riveted.

CUTTLEFISH was placed in commission at New London, Connecticut, 8 June 1934, when Lieutenant Commander C. W. Styer, USN, assumed command. She got underway from New London on 26 June to receive torpedo equipment and torpedoes at Newport, Rhode Island, departing 28 June for shakedown training cruise. Among ports of call during this cruise were Norfolk, Virginia; Miami, Florida; Guantanamo Bay, Cuba; Kingston, Jamaica; Coco Solo, Canal Zone; Port au Prince, Haiti; San Juan, Puerto Rico; New Orleans, Louisiana; and Washington, D. C. She returned to New London on 5 October and entered the Portsmouth Navy Yard on 17 October 1934 for alterations which were completed by 7 May 1935. She sailed from New London on 15 May 1935, enroute to the west coast via the Panama Canal.

CUTTLEFISH arrived at San Diego, California, 22 June 1935, and was assigned to Submarine Division 13, Squadron SIX, Submarine Force, U. S. Fleet. She based her operations from San Diego until 28 June 1937, engaging in torpedo practice and fleet tactics along the west coast as far north as Seattle, Washington. This duty was intervened by periodic upkeep in the Mare Island Navy Yard and a cruise to Pearl Harbor and return, 6 July - 12 November 1936, for fleet maneuvers in the Hawaiian area. She got underway from San Diego on 28 June 1937, enroute to New London via the Panama Canal; Miami, Florida; and New York, New York.

CUTTLEFISH arrived at the Submarine Base, New London, Connecticut, on 28 July 1937. Her principal service until late October 1937, was experimental torpedo firing, sound training and other operations for men of the Submarine School at New London, conducted in local areas of New London and Newport. On 30 October 1937 she commenced overhaul in the New York Navy

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HISTORY OF USS TERREBONNE PARISH (LST 1156)

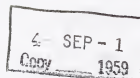
USS TERREBONNE PARISH (LST 1156), the first of a new class of diesel-powered landing ship tanks, is named for a parish in the state of Louisiana. Built as the USS LST-1156 by the Bath Iron Works Corporation of Bath, Maine, her keel was laid 2 January 1952 and she was launched 9 August 1952, under the sponsorship of Miss Anne Lambert McCrea, daughter of Rear Admiral McCrea, Commandant of the First Naval District. The ship was placed in commission as USS LST-1156, 21 November 1952, when Lieutenant Commander Henry L. Porter, USN, assumed command.

LST-1156 departed Bath, Maine, 3 December 1952, steaming by way of Portland, Maine, and New York to Little Creek, Virginia, for trials in the Chesapeake Bay, followed by alterations in the Norfolk Navy Yard. On 5 May 1953 she commenced shakedown training from Little Creek to the Chesapeake Bay and Virginia Capes areas. She entered the Norfolk Navy Yard for post-shakedown availability on 10 July and resumed operations at Little Creek on 15 September 1952, playing host to the Armed Forces Staff College officers on 4 December.

LST-1156 again entered the Norfolk Navy Yard on 27 January 1954 for modification of her stern, and after another schedule of training at Little Creek, returned to the shipyard on 6 August for conversion to a Flotilla Flagship. Much new communications equipment was installed during the conversion and she departed the shipyard on 21 September 1954. After conducting final trials, she was accepted for unrestricted employment by the Navy, 30 September 1954. She conducted amphibious exercises on Little Creek beach until 26 October 1954 when she got underway for Onslow Beach, North Carolina. Here she beached and loaded Marine personnel, vehicles and cargo, returning to Norfolk on 3 November.

With Captain W. J. Righter, USN, Commander Landing Ship Flotilla, embarked, LST-1156 got underway from Norfolk on 9 November to take part in Atlantic Fleet Exercises and assault practice landings on Onslow Beach, returning to base at Little Creek on 20 November to resume tactical training as the flagship for Commander, LST Squadron TWO. On 24 January 1955 she got underway with other landing ship tanks for a training cruise to Havana, returning to base on 5 February. She made an identical cruise for the training of reserve enlisted personnel, 7-18 March 1955, and cleared Norfolk on 11 April for Atlantic Fleet Amphibious Exercises in the Caribbean Sea. During these exercises she loaded and landed troops and cargo, and on "D-Day", acted as control vessel at Red Beach on the south of Vieques Island, Puerto Rico. She called at Mayport, Florida and debarked Marines at Onslow Beach before return to Norfolk on 7 May 1955 to engage in ship handling, beaching and gunnery training. On 1 July 1955 a ship naming ceremony was held in which LST-1156 received the name TERREBONNE PARISH.

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HISTORY OF USS MACON (CA 132)

USS MACON (CA 132), a heavy cruiser, is named for the city of Macon, Georgia.

The rigid airship ZRS-5 was also known as MACON. Built by the Goodyear-Zeppelin Corporation of Akron, Ohio, and commissioned 23 June 1933, she was lost in a storm off Point Sur, California, 12 February 1935.

USS MACON (CA 132) was built by the New York Shipbuilding Corporation of Camden, New Jersey. Her keel was laid 14 June 1943 and she was launched 15 October 1944 under the sponsorship of Mrs. Charles F. Bowden, wife of the Mayor of Macon, Georgia. The ship was placed in commission at Philadelphia Naval Shipyard 26 August 1945 under the command of Captain Edward E. Pare, USN.

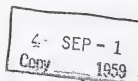
On 28 September MACON sailed for shakedown training while based at Guantanamo Bay, Cuba. She returned to New York 24 October 1945 to participate in Navy Day Celebrations, then resumed training operations in the Caribbean. She returned to Philadelphia 9 December for post-shakedown overhaul, then steamed for Newport, Rhode Island, reporting 13 January for duty as a training ship for precommissioning crews. She conducted operations out of Newport and made one cruise to Bermuda during this tour.

On 13 April 1946 she departed Newport for Norfolk, Virginia, arriving 15 April to join the Eighth Fleet under Admiral Marc A. Mitscher, USN. Departing Norfolk 19 April, MACON participated in fleet maneuvers and exercises in the Caribbean which included strikes, searches, gunnery exercises, a cruiser and destroyer attack on carrier MIDWAY, and support of an amphibious landing on Vieques Island, Puerto Rico. Her ports of call during the exercises were Guantanamo Bay, Cuba, and Trinidad, British West Indies.

The cruise was completed when the ships of the Eighth Fleet anchored in New York Harbor 27 May 1946, and the fleet was dissolved. Departing New York 3 June, MACON reported to Commander Operational Development Force at Norfolk the next day for use as a test ship. On 13 June she departed Norfolk, entering Philadelphia Naval Shipyard the following day for the installation of experimental equipment. She left the shipyard 31 October and steamed via Norfolk to Guantanamo where she conducted test operations of the new equipment, returning to Philadelphia 12 December 1946.

After the Christmas leave period, she got underway 13 January 1947 and sailed via Norfolk to New Orleans, Louisiana, arriving 23 January. She embarked Naval Reservists, then on 27 January got underway for a Naval

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HISTORY OF USS DONNER (LSD 20)

USS DONNER (LSD 20), a landing ship dock, is named for Donner Pass, Colorado, a mountain pass on the emigrant trail to California where the Donner party perished in 1846.

USS DONNER was built by the Boston Navy Yard. Her keel was laid 16 December 1944 and she was launched 6 April 1945. She was christened and commissioned in a dual ceremony at Boston Navy Yard on 31 July 1945. She was sponsored by Mrs. W. V. Alexander, Jr., wife of Commander Alexander, Aide to the Commandant of the First Naval District; and placed in commission under the command of Lieutenant Commander Paul V. McPeake, USNR.

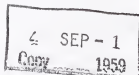
After fitting out DONNER departed Boston 11 August 1945 for Hampton Roads, Virginia, and two days later reported to Commander, Training Group, Chesapeake Bay Area, for shakedown training. Upon completion of the training duty she put into Norfolk for post-shakedown overhaul. On 13 October 1945 she steamed from Norfolk and commenced a series of runs along the east coast, transporting small boats to various boat pools along the coast. Principal ports of call during this duty were Boston; Newport; New York; Charleston, South Carolina; Jacksonville, Florida; and Guantanamo Bay, Cuba.

Boat pool duty continued until 3 November 1946 when DONNER cleared New York with small craft repair parts for the Mediterranean. She arrived at Naples, Italy, 19 November 1946, unloaded part of her cargo, then delivered similar consignments to other ports in the Mediterranean. Other ports of call included Izmir, Turkey; Beirut, Lebanon; Pireaus, Greece. She departed Gibraltar on 13 December and returned to Norfolk on 24 December to resume boat pool duty, steaming as far north as Argentina, Newfoundland, and Labrador; and, as far south as Guantanamo Bay, Cuba.

On 31 January 1948 DONNER cleared Norfolk to join the Second Task Fleet in amphibious exercises in the Caribbean. During the operation she made amphibious landings on Vieques Island, Puerto Rico, and called at St. Croix and St. Thomas, Virgin Islands, and Kingston, Jamaica. Returning to Norfolk 19 March 1948, she conducted local operations and training exercises in the Chesapeake Bay and Virginia Capes Operating Areas until she returned to Charleston, South Carolina, 6 June 1949 to undergo inactivation. She was placed out of commission in reserve at Charleston 12 August 1949.

DONNER was recommissioned at Charleston on 15 September 1950 when Commander D. S. Edwards, Jr., USN, assumed command. After fitting out she departed Charleston 7 October and steamed to Norfolk where she conducted training exercises and local operations. On 5 March 1951 she got underway for the Mediterranean, to join the Sixth Fleet in fleet exercises in the

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HISTORY OF USS SUFFOLK COUNTY (LST 1173)

USS SUFFOLK COUNTY (LST 1173), a tank landing ship, is named for counties in Massachusetts and New York.

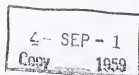
USS SUFFOLK COUNTY was built by the Boston Naval Shipyard of Boston, Massachusetts. Her keel was laid 15 July 1955 and she was launched 5 September 1956 under the sponsorship of Mrs. Thomas P. O'Neill, Jr., wife of Congressman O'Neill of Massachusetts. The ship was placed in commission at Boston Naval Shipyard 15 August 1957 under the command of Lieutenant Commander James E. Brown, USN.

After fitting out at Boston and conducting sea trials, SUFFOLK COUNTY sailed 11 October 1957 for Norfolk to undergo shakedown training in Chesapeake Bay and exercises in beaching and retracting at Camp Pendleton, Virginia. She returned to Boston Naval Shipyard 5 December for post-shakedown overhaul, which was completed 3 February 1958. Three days later SUFFOLK COUNTY returned to Norfolk where she was based while engaged in local operations and training exercises.

On 19 July 1958 SUFFOLK COUNTY got underway from Norfolk for Morehead City, North Carolina, where she embarked troops of the Second Battalion, Sixth Marines, Second Marine Division, and steamed for the Caribbean. She participated in large amphibious training exercises which were held off the south coast of Vieques Island, Puerto Rico, training in assault landings and other phases of amphibious warfare. After disembarking the troops at Morehead City, she returned to Norfolk 7 August 1958 and underwent upkeep and fitting out for overseas duty.

SUFFOLK COUNTY cleared Norfolk 8 September 1958 and after embarking Marines at Morehead City, steamed for Gibraltar, arriving 22 September to join the Sixth Fleet. She operated with the fleet on exercises and maneuvers, including amphibious landing exercises at Porto Scuda, Sardinia, and Almeria, Spain. Other parts of call were Beirut, Lebanon; Suda Bay, Crete; Athens, Greece; Istanbul, Turkey; Leghorn and Naples, Italy; Zuara, Libya; and Cartagena and Alicante, Spain. On 12 March 1959 MACON departed Rota, Spain, for Norfolk, arriving 26 March after having disembarked the Marines at Morehead City, North Carolina. She remained moored at Little Creek through 31 March 1959.

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HISTORY OF USS FORREST SHERMAN (DD 931).

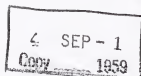
USS FORREST SHERMAN (DD 931), a destroyer, is named in honor of Admiral Forrest P. Sherman, U. S. Navy.

Forrest Percival Sherman was born 30 October 1896 in Merrimack, New Hampshire. He graduated from the Naval Academy in June 1917 and during World War I served in USS NASHVILLE in the Mediterranean and on destroyer MURRAY based at Brest, France. After flight training at Pensacola, Florida, in 1922, he was designated Naval Aviator 22 December 1922. His peacetime service included duty aboard aircraft carriers SARATOGA, LEXINGTON, and RANGER, and staff assignments, including Fleet Aviation Officer on the staff of Commander, Battle Force, and duty on the staff of Commander-in-Chief, U. S. Fleet. In February 1940 he reported to the War Plans Division of the Office of the Chief of Naval Operations where he was a member of the Permanent Joint Board on Defense, Canada-United States, and also served as Naval Aviation Advisor at the Atlantic Conference in August 1941. In May 1942 he assumed command of carrier WASP and was commanding her 15 September 1942 when she was torpedoed and sunk by a Japanese submarine near Espiritu Santo, New Hebrides. He was awarded the Navy Cross for "extraordinary heroism as Commanding Officer of the USS WASP and Flag Captain to the Commander of a Task Force during the occupation of Tulagi-Guadalcanal and subsequent operations." From 14 October 1942 to 24 November 1943 he served as Chief of Staff to Commander Air Force, Pacific Fleet, then was transferred to duty as Deputy Chief of Staff to Commander in Chief, Pacific Fleet. He represented the Navy in the initial conference with the Japanese in Manila in August 1945 and was present at the signing of the surrender aboard USS MISSOURI 2 September 1945. After service as Deputy Chief of Naval Operations, (Operations), in January 1948 he was designated Commander, U. S. Naval Forces Mediterranean (changed 1 June 1948 to Sixth Task Fleet), and served in that capacity until appointed Chief of Naval Operations 2 November 1949. He was on a military-diplomatic trip to Europe at the time of his death in Naples, Italy, on 22 July 1951. His body was returned to the United States for burial in Arlington National Cemetery on 27 July 1951.

USS FORREST SHERMAN (DD 931) was built by the Bath Iron Works Corporation of Bath, Maine. Her keel was laid 27 October 1953 and she was launched 5 February 1955 under the sponsorship of Mrs. Forrest P. Sherman, widow of Admiral Sherman. The ship was placed in commission at Boston Naval Shipyard 9 November 1955 under the command of Commander Russell S. Crenshaw, Jr., USN.

After fitting out and conducting engineering trials, FORREST SHERMAN sailed from Boston 10 January 1956 on a short cruise to the Caribbean, calling at Newport, Rhode Island; St. Thomas, Virgin Islands; and Havana, Cuba; before

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HISTORY OF USS CAMBRIA (APA 36)

USS CAMBRIA is named for a county in Pennsylvania.

USS CAMBRIA (APA 36), an attack transport, was built in 1942 by the Western Pipe and Steel Company of San Francisco, California, for the Maritime Commission and the Moore-McCormack Lines as SS SEA SWALLOW. She was launched 10 November 1942 as CAMBRIA under the sponsorship of Mrs. William Griffin of San Francisco. CAMBRIA was acquired by the Navy upon completion 4 May 1943. Placed in partial commission as AP 81, she steamed via the Panama Canal to New York where she was converted to an attack transport at New York Navy Yard. On 10 November 1943 she was placed in full commission as APA 36 under the command of Captain C. W. Dean, U. S. Coast Guard, with a Coast Guard crew.

After conducting shakedown training operations in Chesapeake Bay, CAMBRIA departed Norfolk 11 December 1943 and, steaming via the Panama Canal, arrived at Pearl Harbor 1 January 1944. Upon completion of amphibious exercises she embarked troops of the 2nd Battalion, 106th Infantry, and got underway 23 January 1944 for the Marshall Islands, acting as flagship for Rear Admiral Harry W. Hill, Commander of the Majuro Attack Group. She arrived off Majuro 31 January and the following day debarked her troops without incident, for the Japanese had withdrawn prior to the arrival of the U. S. invasion force. On 3 February she steamed for Kwajalein where she remained while preparations were being made for the landings on Eniwetok.

With Rear Admiral Hill in CAMBRIA, the Eniwetok Expeditionary Force sortied from Kwajalein on 15 February 1944. The assault landings were made on Engebi Island on 17 February and on 18 February the island was taken. The seizure of Parry and Eniwetok Islands followed and Eniwetok Atoll was secured on 22 February. On 5 March Rear Admiral Hill hauled down his flag and CAMBRIA departed for San Francisco to undergo shipyard repairs.

Upon completion of repairs and alterations, she returned to Pearl Harbor 6 May and engaged in intensive amphibious warfare training. With Rear Admiral Hill again embarked, she sortied from Pearl Harbor 30 May 1944 for the invasion of the Marianas Islands. The assault on Saipan began on 15 June and during the next 24 days she embarked 715 casualties from the island. On 5 July Rear Admiral Hill was appointed to command Task Force 52 for the assault and occupation of Tinian. The landings began early on 24 July and by 1 August the island was secure. During this short period CAMBRIA had handled 613 casualties. Upon completion of the Tinian operation CAMBRIA returned to Honolulu, arriving 26 August 1944 for a short period of upkeep and recreation.

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HISTORY OF USS AULT (DD 698)

USS AULT (DD 698), a destroyer, is named in honor of Commander W. B. Ault, USN.

William Bowen Ault was born in Enterprise, Oregon, 6 October 1898. He graduated from the U. S. Naval Academy in 1922 and in 1925 was designated Naval Aviator. He served in various aviation posts, including duty aboard carriers YORKTOWN and ENTERPRISE, until 22 July 1941 when he assumed command of LEXINGTON's air group. Commander Ault received the Navy Cross for extraordinary heroism during the Battle of the Coral Sea, 7-8 May 1942, when in the face of severe enemy opposition, he led his air group in attacks against the enemy force which resulted in the sinking of one enemy aircraft carrier and heavy damage to another. Commander Ault failed to return from the attack on 8 May.

USS AULT was built by the Federal Shipbuilding and Drydock Company of Kearny, New Jersey. Her keel was laid 15 November 1943 and she was launched 26 March 1944 under the sponsorship of Mrs. W. B. Ault, widow of Commander Ault. The ship was placed in commission at New York Navy Yard 31 May 1944 under the command of Commander Joseph C. Wylie, USN.

After fitting out AULT departed New York 10 July 1944 and steamed for Bermuda, British West Indies, where she engaged in shakedown training operations. Returning to New York 14 August, she underwent post-shakedown overhaul and final fitting out, then on 6 September got underway escorting USS WILKES-BARRE to Trinidad, British West Indies. Detached from escort duty on 10 September, she proceeded singly via the Panama Canal and San Diego, California, to arrive at Pearl Harbor 29 September.

On 18 December 1944, upon completion of intensive training operations at Pearl Harbor, she steamed in company with destroyers WALDRON, HANK, and JOHN W. WEEKS, enroute via Eniwetok to Ulithi, arriving 28 December to join Vice Admiral J. S. McCain's Fast Carrier Task Force 38.

Assigned to the escort screen of Task Group 38.2 under the command of Rear Admiral Gerald F. Bogan in carrier LEXINGTON, AULT sortied from Ulithi 30 December to operate in support of the carriers during strikes against Luzon and Formosa (3-9 Jan 1945). After the strike on Formosa on 9 January AULT and three other destroyers swept Bashi Channel ahead of the Task Force, while proceeding into the South China Sea. Operating in the South China Sea (9-20 Jan) Task Force 38 launched strikes against shipping, aircraft, and shore installations in the Camranh Bay area, and against Hong Kong, Hainan, Swatow and the Formosa Straits area. Returning to the Pacific through Balintang Channel the night of 20 January, the Task Force launched final

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HISTORY OF USS CHARLES R. WARE (DD 865)

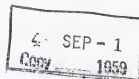
USS CHARLES R. WARE (DD 865), a destroyer, is named in honor of Lieutenant Charles R. Ware, USN.

Charles Rollins Ware was born 11 March 1911 in Knoxville, Tennessee. He enlisted in the Navy 14 June 1929 and the following year entered the Naval Academy on an appointment from the Navy. Graduating in June 1934, he served in USS TEXAS and USS DAHLGREN until February 1940 when he reported to the Naval Air Station, Pensacola, Florida, for flight training. He was subsequently assigned to Scouting Squadron Five, based on USS YORKTOWN, and served with the Squadron until he was reported missing in action 4 June 1942 during the Battle of Midway. Lieutenant Ware was posthumously awarded the Navy Cross for his heroism in the Battle of Midway in pressing home his attack on the Japanese Invasion Fleet in the face of a formidable barrage of anti-aircraft fire and fierce fighter opposition.

USS CHARLES R. WARE was built by the Bethlehem Steel Company of Staten Island, New York. Her keel was laid 1 November 1944 and she was launched 12 April 1945 under the sponsorship of Mrs. Zena Ware, mother of Lieutenant Ware. The ship was placed in commission 21 July 1945 at New York Naval Shipyard under the command of Commander Henry R. Wier, USN.

After fitting out, CHARLES R. WARE cleared New York on 9 August 1945 for shakedown training operations while based at Guantanamo Bay, Cuba. Returning to New York 16 September, she underwent post-shakedown overhaul, then, after participating in Navy Day exercises, steamed for Norfolk. Underway 7 November, she acted as plane guard destroyer for carrier USS MIDWAY during air operations in the Caribbean, returning to Norfolk 24 November to act as a training ship. On 14 December she steamed for New York to spend the Christmas leave period, then on 8 January proceeded to Newport, Rhode Island, to act as a school ship for men from the Naval Training Station. Returning to Norfolk 9 February, she engaged in local operations until 1 March 1946 when she departed Norfolk as a unit of the escort for aircraft carrier MIDWAY for "Operation Frostbite" in North Atlantic and Arctic waters, calling at St. Johns, Newfoundland, and New York. CHARLES R. WARE returned to Norfolk 9 April, then on 19 April got underway to participate in Eighth Fleet maneuvers in the Caribbean, calling at Trinidad, British West Indies, and Guantanamo Bay, Cuba. She returned to New York 27 May and after a period of leave and upkeep, steamed to New London 17 June for duty as a target vessel for submarines based at New London and Newport. On 29 July she got underway for Casco Bay, Maine, where she remained until 17 September when she returned to New London and resumed duties as a target vessel. On 29 October she cleared New London for overhaul in the Charleston Naval Shipyard. Returning to Norfolk 7 January 1947, she fitted out and sailed 3 February to participate in Second Fleet exercises and maneuvers in the Caribbean, calling

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HISTORY OF USS HAYNSWORTH (DD 700)

USS HAYNSWORTH (DD 700), a destroyer, is named in honor of Commander William M. Haynsworth, Junior, U. S. Navy.

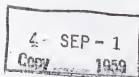
William McCall Haynsworth, Jr., was born in Darlington, South Carolina, 16 January 1901, and was appointed Midshipman from the Sixth Congressional District of South Carolina on 19 June 1919. After graduation from the Naval Academy he reported for duty on board destroyer MAHAN, 16 June 1924, and was detached in April 1928 for postgraduate instruction in mechanical engineering at the Naval Academy, followed by postgraduate work at various colleges and industrial plants. He reported for duty on board the cruiser HOUSTON, 10 November 1930 and was detached in February 1934 to serve at the Naval Research Laboratory, Bellevue, District of Columbia until June 1936 when he was ordered to duty aboard the cruiser HOUSTON, serving as Assistant Fire Control Officer until April 1939 when he was ordered to the Charleston Navy Yard in connection with the fitting out of destroyer INGRAHAM (DD 111). He assumed command of the INGRAHAM when that destroyer was placed in commission, 19 July 1941, and upon outbreak of World War II, commenced escort duty as commanding officer of that ship for the protection of troop convoys sailing from New York and Halifax, Nova Scotia, to the British Isles. While escorting a convoy in a dense fog off Nova Scotia, 22 August 1942, destroyer BUCK was damaged while trying to cross the bow of a merchant vessel. The INGRAHAM was sent to investigate and was rammed by fleet oiler CHEMUNG. The force of the collision exploded the INGRAHAM, killing Commander Haynsworth and all but ten men and one officer of his crew.

USS HAYNSWORTH (DD 700) was built by the Federal Shipbuilding and Dry Dock Company of Kearny, New Jersey. Her keel was laid 16 December 1943 and she was launched 15 April 1944, under the sponsorship of Mrs. William McCall Haynsworth, Jr., widow of Commander Haynsworth, U. S. Navy. The ship was placed in commission at the Brooklyn Naval Shipyard, 22 June 1944, Commander R. Brodie, Jr., USN, in command.

HAYNSWORTH was fitted out at Brooklyn and completed her shakedown cruise off Bermuda. On the morning of 20 September 1944, the HAYNSWORTH departed New York with two other destroyers, escorting the R. M. S. Queen Mary with Prime Minister Churchill on board on the first leg of her homeward journey. The British Royal Navy provided the escort for the second leg and the three destroyers returned to Brooklyn.

On 26 September 1944, HAYNSWORTH departed from Brooklyn and headed for the Pacific via the Panama Canal. She was in company with USS WISCONSIN, USS PASADENA, and four other destroyers. Two destroyers left the group on 8 October and proceeded to San Francisco. The rest of the group arrived

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HISTORY OF USS FORREST ROYAL (DD 872)

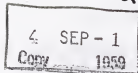
USS FORREST ROYAL (DD 872), a destroyer, is named in honor of Rear Admiral Forrest B. Royal, U. S. Navy.

Forrest Betton Royal was born in New York, 10 February 1893, and graduated from the Naval Academy in 1915. After serving in battleship WYOMING, he transferred to the staff of Admiral Henry T. Mayo, Commander in Chief of the U. S. Atlantic Fleet on board flagship PENNSYLVANIA. In October 1918 Royal became aide to Admiral Philipp Andrews, Commander Naval Base 29 at Cardiff Wales, and later Commander Naval Forces Eastern Mediterranean on board USS OLYMPIA and USS PITTSBURGH.

Returning to the United States in 1919, Royal served in destroyers HARDING and BLAKELEY, then joined destroyer JOHN D. EDWARDS when she was commissioned 7 April 1920. He was aboard that vessel in July 1920 when she sailed for the Black Sea, being present at the battles and evacuation of Batum and Sevastopol. He commenced instruction in ordnance engineering in January 1922 and received the degree of Master of Science in mechanical engineering from the Massachusetts Institute of Technology in 1924. He subsequently served in USS DOBBIN, was a member of the staff of the Post-graduate School at Annapolis, and served as gunnery officer on board cruiser CHESTER. In June 1932 he joined the staff of Admiral William H. Standley Commander Cruisers, Scouting Force, on board cruiser CHICAGO, and later Commander, Battle Force, U. S. Fleet, on board flagship CALIFORNIA. When Admiral Standley transferred to duty as Chief of Naval Operations in July 1933, Royal became the Admiral's administrative aide, serving until May 1936. He assumed command of destroyer PORTER when she was commissioned 27 August 1936 and was detached in June 1938 to complete the senior course at the Naval War College. From May 1939 to August 1941, he was Chief of the United States Naval Mission to Brazil, then assumed command of cruiser MILWAUKEE until December 1942 when he reported for duty to the Commander in Chief of the U. S. Fleet in Washington, D. C. He served as Deputy United States Secretary of the Combined Chiefs of Staff, the Joint Chiefs of Staff, and Deputy Secretary of the Joint Board until 1 October 1943 when he became Secretary of these organizations. During the summer of 1943 he had additional duty in the British Isles and in North Africa. Detached from that assignment in March 1944, he reported to Commander in Chief of the U. S. Pacific Fleet and on 11 June 1944, became the commander of an Amphibious Group.

Rear Admiral Royal was awarded the Distinguished Service Medal for exceptionally meritorious service as Commander of an Amphibious Task Group during the preparation for and the assaults against the Japanese-held Islands of Leyte and Luzon in the Philippines, July 1944-January 1945. Directly concerned with the transportation of troops and equipment necessary for

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HISTORY OF USS KLEINSMITH (APD 134)

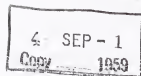
USS KLEINSMITH (APD 134), a high speed transport, is named in honor of Chief Watertender Charles Kleinsmith, U. S. Navy.

Charles Kleinsmith was born in Zionsville, Pennsylvania, 28 September 1904 and enlisted in the United States Navy as Apprentice Seaman at Philadelphia, 26 October 1922. After basic training at the Naval Training Station of Newport, Rhode Island, he reported for duty aboard battleship WYOMING and subsequently served in repair ship WHITNEY, destroyer tender VESTAL, cruiser CAMDEN, and battleship MARYLAND. Honorably discharged as fireman Second Class at the Receiving Barracks of Hampton Roads, Virginia, 5 October 1926, he again enlisted in the Navy at Philadelphia on 20 December 1928. During the next eleven years of service in the Navy he had duty in various ships including cruisers PORTLAND, MILWAUKEE, CINCINNATI and HONOLULU. His first service in aircraft carriers commenced 27 December 1939 when he reported on board carrier SARATOGA. He transferred to carrier YORKTOWN on 31 October 1940 and was killed in action aboard that fighting carrier, 4 June 1942, during the Battle of Midway.

Chief Watertender Kleinsmith was posthumously awarded the Navy Cross for extraordinary heroism as a member of the boiler crew of the number 1 fireroom in the USS YORKTOWN during action against enemy Japanese forces in the Battle of Midway on 4 June 1942. During an intense bombing attack, the explosion of one bomb extinguished the fires in all boilers except number 1, filling all boiler rooms with heavy smoke and gases. The uptakes of number 1 boiler were ruptured and the boiler casing was broken and redhot, with brick work fallen into the furnace. In spite of the intense heat, stifling fumes and the imminence of explosion, KLEINSMITH, with complete disregard for his own personal safety, supervised and assisted his boiler crew in keeping the boiler under steam with two burners still going, and provided steam to keep the ship's auxiliary power in operation. His courageous performance enabled the YORKTOWN to attain the speed necessary for launching fighting planes to oppose a Japanese aerial torpedo attack and to steam at 23 knots until hit by enemy torpedoes.

USS KLEINSMITH was built by the Defoe Shipbuilding Company of Bay City, Michigan. Her keel was laid 30 August 1944 and she was launched 27 January 1945, under the sponsorship of Mrs. Charles Kleinsmith, widow of Chief Machinist Kleinsmith, U. S. Navy. The ship was placed in commission at New Orleans, Louisiana, 12 June 1945, Lieutenant Commander Alden J. Laborde, USN, in command.

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HISTORY OF USS CAVALLARO (APD 128)

USS CAVALLARO (APD 128) is the first ship of the Fleet named in honor of Ensign Salvatore John Cavallaro.

Born in New York City on 6 September 1920, he enlisted in the Naval Reserve 6 January 1942 and was appointed Midshipman 30 October 1942. In charge of a scout boat attached to a transport during the amphibious assault on Sicily, Ensign Cavallaro ignored enemy searchlights and gunfire and the adverse conditions to skillfully direct the first assault boat wave ashore. Disregarding his personal safety and under repeated strafing and bombing attacks, he accurately carried on throughout the night and early daylight hours directing successive boat waves to the proper beaches. Ensign Cavallaro died at Salerno, Italy, on 9 September 1943 of wounds received in this action and was posthumously awarded a Navy Cross for his gallantry.

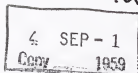
CAVALLARO was built as a destroyer escort, DE-712, by the Defoe Shipbuilding Company, Bay City, Michigan. Her keel was laid 28 March 1944, and she was launched 15 June 1944, under the sponsorship of Mrs. Angelina Cavallaro, mother of the ship's namesake. Reclassified APD-128 on 17 July 1944, she was completed as a high speed transport.

CAVALLARO was placed in commission at New Orleans, Louisiana, on 13 March 1945 under the command of Lieutenant Commander E. P. Adams, USNR, and assigned to the Atlantic Fleet. She conducted her shakedown training at Guantanamo Bay, Cuba, and Hampton Roads, Virginia; then underwent a short post-shakedown availability at Norfolk until 6 May 1945.

With the end of the European War, CAVALLARO was reassigned to the Pacific Fleet and sailed from Norfolk 7 May 1945. Arriving at Pearl Harbor 30 May, she engaged in amphibious exercises with other fleet units until 13 June. She escorted a convoy to Ulithi and upon her arrival 27 June, assumed duty as convoy escort from Ulithi to Leyte and Okinawa between 2 July and 23 August. She formed part of the escort for Commander, Fifth Amphibious Force (Rear Admiral H. W. Hill) in AUBURN (AGC 10) during his voyage from Manila to Japan (14-20 September), and the landing of the Sixth Army at Wakayama (23 September 7 October). The transport returned to the west coast, reaching San Francisco 3 November for repairs which lasted until 6 December. She operated between San Diego and San Pedro until placed out of commission in reserve at San Diego on 17 May 1946. In her short commission of only fourteen months, CAVALLARO had steamed over 50,000 miles.

CAVALLARO was recommissioned at San Diego 4 September 1953 and rejoined the Pacific Fleet. After an intensive training period she departed on 12 March 1954 for a tour of duty in the Far East. She participated in several

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HISTORY OF USS HAYTER (APD 80)

USS HAYTER (APD 80), a high-speed transport, is named in honor of Lieutenant Commander Hubert Montgomery Hayter, U. S. Navy.

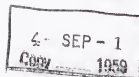
Hubert Montgomery Hayter was born in Abingdon, Virginia, 17 October 1901 and appointed a Midshipman 10 June 1920. Upon graduation from the Naval Academy in June 1924 he reported for duty aboard battleship ARIZONA. In the following years he had duty in the repair ship MEDUSA; destroyers YARBOROUGH and LA VALLETTE; cruisers RICHMOND and AUGUSTA; and battleship COLORADO. He reported for duty as commanding officer of the USS RAMSAY (DM 16) on 24 September 1939 and was detached 5 February 1941 to serve as Damage Control Officer and First Lieutenant in cruiser NEW ORLEANS. He gave his life for his comrades during an engagement with enemy Japanese forces off Savo Island, Solomon Islands, on the night of 30 November 1942. When a hostile torpedo struck the NEW ORLEANS, exploded the forward magazines and gasoline storage and blew off the bow of the vessel, Lieutenant Commander Hayter realized that asphyxiating gas was filling his almost completely darkened Central Station. He immediately ordered all men without gas masks to leave the compartment, giving his own mask to a seaman who was already affected and personally assisting him up the escape hatch to safety. Although rapidly becoming affected by the fumes himself, Lieutenant Commander Hayter continued directing the evacuation of his men and, aware that he was too weak to climb through the escape hatch, returned to open the door of an adjoining compartment and guide the men as they made their way to the hatch. Resuming his duties at his desk after clearing both compartments of all occupants, he was finally overcome by the gas. He was posthumously awarded the Navy Cross for extraordinary heroism above and beyond the call of duty.

USS HAYTER, an escort vessel (DE 212), was built by the Charleston Navy Yard, Charleston, South Carolina. Her keel was laid 11 August 1943 and she was launched on 11 November 1943, under the sponsorship of Mrs. Maurine K. Hayter, widow of Lieutenant Commander Hubert Montgomery Hayter, U. S. Navy. The ship was placed in commission at the Charleston Navy Yard, 16 March 1944, Lieutenant Commander Fred Huey, USNR, in command.

HAYTER departed Charleston on 1 April 1944 for shakedown cruise off Bermuda, followed by local training while based at Norfolk as a unit of Escort Division SIXTY-TWO, U. S. Atlantic Fleet. On 1 June 1944 she cleared Norfolk with units of her division as escort for a convoy which reached Bizerte, Tunisia, 22 June. She got underway from Bizerte on 30 June for the return escort voyage to Norfolk, arriving 17 July 1944. After voyage repairs in the Brooklyn Navy Yard and training in Casco Bay, she made a second escort voyage from Norfolk to Bizerte and return, 12 August - 2 September 1944. On her third escort voyage, she sailed from New York on 21 October and arrived at

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HISTORY OF SHIPS NAMED NICHOLAS

Two ships of the Fleet have been named in honor of Major Samuel Nicholas, U. S. Marine Corps.

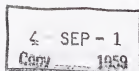
Samuel Nicholas was born in Philadelphia, Pennsylvania, in 1744. He became the first ranking Marine officer, 28 November 1775, when a commission as Captain of Marines was made out to Samuel Nicholas of Pennsylvania, and signed by John Hancock, President of the Continental Congress. It is the earliest existing commission issued to any one in the Continental Naval Service, antedating even those of Esek Hopkins and John Paul Jones. On receipt of his commission, Captain Nicholas recruited at Philadelphia for the 24-gun ship ALFRED to which he was assigned as Marine Officer when that vessel was placed in commission, 3 December 1775.

The ALFRED became the flagship of Commodore Esek Hopkins, Commander in Chief of the Continental Fleet which sailed from Delaware Bay on 18 February 1776 for the West Indies. When the Fleet attacked New Providence in the Bahamas, 3 March 1776, Captain Nicholas landed in command of 200 Marines and about 50 sailors, capturing Fort Montague where he seized cannon and ammunition, then pushed on the next morning to take possession of the Government House and Nassau where other guns and ammunition were seized. This was the first landing of American forces on foreign soil and the first occasion upon which any American flag floated over foreign territory. Captain Nicholas was stationed on the quarterdeck of the ALFRED during the running fight with British ship GLASGOW, off the coast of Rhode Island, 6 April 1776, and saw his second lieutenant killed by his side during the three-hour battle. The British ship escaped, leaving her tender as a prize to the Americans.

In June 1776 Captain Nicholas was sent by Commodore Hopkins to Philadelphia with dispatches to Congress. On his arrival he was informed that he had been promoted to the rank of Major and would remain in Philadelphia to train four companies of Marines. During December 1776, Major Nicholas, with three of his companies, joined Washington's Army and took part in the Battles of Trenton and Princeton. He remained in the field with Washington until the following Spring when his men's terms of enlistment expired, then served as Commandant of Continental Marines at Philadelphia. He remained in the service throughout the Revolutionary War and died at Philadelphia, 27 August 1790. Major Nicholas is buried in the Friends Burial Ground of that city. He was a charter member of the Society of The Cincinnati of Pennsylvania and served for a number of years on the Standing Committee of that organization.

The first NICHOLAS (DD 311), a destroyer, was built by the Bethlehem Shipbuilding Corporation of San Francisco, California. Her keel was laid 11 January 1919 and she was launched 1 May 1919, under the sponsorship of

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HISTORY OF USS SICARD (DD 346)

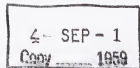
USS SICARD was named in honor of Rear Admiral Montgomery Sicard, U. S. Navy.

Montgomery Sicard was born in New York on 30 September 1836 and was appointed mishipman on 1 October 1857. He served in the Home and East Indian Squadrons until the outbreak of the Civil War when he was assigned to the West and Gulf Blockading Squadrons. During this duty he took part in the bombardment and passage of Forts Jackson and St. Philip, and the Chalmette batteries, 24 April 1862; the passage of the Vicksburg batteries in June 1862; and the engagement with C. S. Ram ARKANSAS in July 1862. He was in command of the ONEIDA and J. P. JACKSON while taking part in the blockade of Mobile Bay in 1863. During the next two years he commanded the TICONDEROGA in the South Atlantic Blockading Squadron, taking part in the attacks on Fort Fisher, 24-25 December 1864; the naval assault on Fort Fisher, 15 January 1865; and the bombardment of Fort Anderson in February 1865. After close of the Civil War he commanded PENSACOLA in the North Atlantic Squadron; SAGINAW in the Pacific Squadron; and SWATARA in the North Atlantic Squadron. Detached from the SWATARA in 1878, he had ordnance duty in Washington and New York and was appointed Chief of the Bureau of Ordnance in 1881. He continued in that office until 1890 and took command of the North Atlantic Squadron in 1897. At the commencement of the Spanish-American War he was obliged to relinquish his command because of ill health. Upon his partial recovery he was placed in charge of the Board of Strategy and while on this Board, took an important part in the conduct of the War. He retired on 30 September 1898 and died at Westernville, near Rome, New York, on 14 September 1900. Admiral Sicard was one of the most distinguished ordnance experts of the Navy.

USS SICARD (DD 346), a destroyer, was built by the Bath Iron Works of Bath, Maine. Her keel was laid 18 June 1919 and she was launched 20 April 1920, under the sponsorship of Mrs. Montgomery H. Sicard, daughter-in-law of Rear Admiral Montgomery Sicard, U. S. Navy. The ship was delivered by the contractor to the Boston Navy Yard on 1 May 1920 and placed in commission 9 June, under command of Lieutenant J. K. Davis, who was relieved by the regularly appointed commanding officer, Lieutenant Commander G. C. Dichman, on 18 June 1920.

SICARD was assigned to Destroyer Squadrons, Atlantic Fleet, and departed Boston on 24 June to base her operations at Newport, Rhode Island. During the major part of the next two years she conducted maneuvers and training with Destroyer Squadrons along the eastern seaboard with intervening battle practice with Fleet units in the Caribbean and Canal Zone areas. During this service, 20 January 1921, she transited the Panama Canal to take part in combined Atlantic and Pacific Fleet war games, cruising to Callao, Peru, before returning to the Atlantic on 24 February 1921.

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HISTORY OF USS RAMSAY (DD 124)

USS RAMSAY was named in honor of Rear Admiral Francis M. Ramsay, U. S. Navy.

Francis Munroe Ramsay was born in Washington, D. C. 5 April 1835, and was appointed Midshipman on 5 October 1850. He served in the practice ship PREBLE and in the ST. LAWRENCE on the Pacific Station before graduation from the Naval Academy, 20 June 1856. During the next six years he served in the FALMOUTH with the Brazil Squadron; the MERRIMAC with the Pacific Squadron; completed ordnance duty at the Washington Navy Yard; and served in SARATOGA with the African Squadron. He took command of gunboat CHOCTAW, 23 March 1863, when that vessel was commissioned at St. Louis, Missouri, and assigned to the Mississippi Squadron under Rear Admiral David Dixon Porter. Moving up the Yazoo River, 29 April - 1 May 1863, he participated in the attack on strong positions at Haynes' Bluff, and was again in the Yazoo River, 18-23 May 1863, taking part in the combined Army-Navy operations which resulted in the evacuation and destruction of the Confederate Works at Haynes' Bluff and the burning of the well equipped Confederate Navy Yard at Yazoo City where three war vessels under construction were also destroyed. His timely arrival in CHOCTAW with Gunboat LEXINGTON on 7 June 1863, saved the Union garrison at Milliken's Bend, Louisiana. The two gunboats rounded the bend and pulled close inshore so that their guns would sweep the plains above the river banks. With the hopelessly outnumbered Union soldiers hugging the ground, grape and cannister from the gunboats whistled overhead into the ranks of some 4,000 charging Confederates, causing them to flee in wild confusion. A large number of the enemy were rescued from the river and made prisoners. During the seige and capture of Vicksburg, Mississippi (19 June - 4 July 1863), he commanded a battery of three heavy guns which were mounted on scows in exposed positions before that city.

Ramsay was given command of the Third Division of the Mississippi Squadron after the capture of Vicksburg. He led the expedition up the Black and Washita (Quachita) Rivers (29 February - 8 March 1864), to capture extensive works at Trinity and Harrisonburg where fire from the vessels inflicted severe damage. Three heavy 32-pounder guns and all cotton found near the river banks were brought away by the expedition. He also took part in the expedition up the Red River, 12 March - 9 May 1864, continuing in command of the Third and Fourth Divisions of the Mississippi Squadron until September 1864. He next took command of the gunboat UNADILLA in the North Atlantic Blockading Squadron, also under Rear Admiral David D. Porter, and participated in the attacks on Fort Fisher (December 1864 - January 1865), and in several engagements against Fort Anderson and other forts on the Cape Fear River. He was with the Flotilla which removed the torpedoes from the James River in April 1865, and was present at the capture of Richmond.

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HISTORY OF SHIPS NAMED MEREDITH

Four ships of the Fleet have been named in honor of Sergeant Jonathan Meredith, U. S. Marine Corps.

Jonathan Meredith was born in Bucks County, Pennsylvania, in 1772. He enlisted in the United States Marine Corps at Philadelphia, on 10 August 1798, for a term of three years, during which he had recruiting duty at Baltimore, Maryland; commanded a detachment of Marines at the proposed site of the Washington Navy Yard; and served in the frigate CONGRESS. He re-enlisted in the Marine Corps on 6 June 1803 and was promoted to Sergeant on 1 August of that year. He was sent with the Squadron under Commodore Preble against Tripoli, serving as officer in charge of the Marine Guard on board the SIREN in the Mediterranean.

In the action of 4 August 1804 between the gunboats of the American Squadron and the Tripolitan gunboats and forts in the harbor before Tripoli, Sergeant Meredith was in Gunboat Number 6, commanded by Lieutenant John Trippe, of the VIXEN. He boarded a Tripolitan gunboat with the small detachment led by Lieutenant Trippe, and a desperate hand-to-hand fight ensued. Lieutenant Trippe, a small, slender man, singled out the commander of the Tripolitan gunboat, a gigantic man who wounded Trippe no less than eleven times, finally breaking his sword and beating him to his knees. Seizing a hand pike from the deck, Lieutenant Trippe made a desperate upward thrust to impale his huge antagonist, just as Sergeant Meredith, by a vicious bayonet thrust, pinned to the mast, another Tripolitan who had aimed from behind at Lieutenant Trippe. Sergeant Jonathan Meredith was killed in another gunboat attack, 7 August 1804, when Gunboat Number 9, commanded by Lieutenant James R. Caldwell of the SIREN, was hit by Tripolitan shot and exploded.

The first MEREDITH (DD 165), a destroyer, was built by the Fore River Shipbuilding Company of Quincy, Massachusetts. Her keel was laid 26 June 1918 and she was launched 22 September 1918, sponsored by Mrs. William F. Meredith, wife of a great-grandnephew of Sergeant Jonathan Meredith, U. S. Marine Corps.

MEREDITH had an overall length of 314 feet, 5 inches; extreme beam, 31 feet, 8 inches; normal displacement of 1191 tons; mean draft, 9 feet, 2 inches; a designed complement of 6 officers and 95 men; and a designed speed of 35 knots. Her original armament was four 4-inch .50 caliber guns; two 1-pounders; and four 21-inch triple torpedo tubes.

MEREDITH was placed in commission at the Boston Navy Yard on 29 January 1919, Commander H. H. Michael, USN, in command. Assigned to the Destroyer Force of the U. S. Atlantic Fleet, she arrived at Newport on 18 February for torpedo outfit and was underway two days later for shakedown cruise to waters of Cuba. She was diverted while enroute by radio dispatch and on 22 February made rendezvous with five other destroyers designated to escort USS GEORGE

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HISTORY OF SHIPS NAMED FLORIDA

Five ships of the Fleet have been named for the state of Florida.

The first FLORIDA, a sloop, was almost constantly engaged in survey work on the southern coast of the United States between 1824 and 1831. Her final cruise was between 1 June 1830 and 31 May 1831 under the command of Lieutenant Thomas R. Gedney, U. S. Navy. Information concerning when FLORIDA was acquired, date of her sale and ship's statistics is not furnished in available records.

The second FLORIDA was a side-wheel steamer, purchased at New York on 5 October 1861 for \$87,500. She was commissioned at New York on 5 October 1861 with Lieutenant John R. Goldsborough in command.

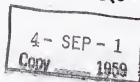
FLORIDA had a length of 214 feet; beam, 35 feet, 3 inches; depth in hold, 22 feet, 4 inches; displacement, 1,261 tons; and maximum speed of 12½ knots. Her original armament was four 57 cwt. 32-pounders, four 42 cwt. 32-pounders, one 20-pounder Parrot rifle.

FLORIDA sailed from New York on 19 October 1861 to join the South Atlantic Blockading Squadron. Until November 1862, she was very actively engaged in blockade duty on the coasts of South Carolina, Georgia, and Florida. She assisted in the capture of the ship EMILY ST. PIERRE on the 18th of March and the schooner AGNES on 25 September 1862. She returned to New York during November 1862 and was placed out of commission preliminary to being repaired.

FLORIDA was recommissioned, 7 March 1863, and assigned to duty with the North Atlantic Blockading Squadron, cruising constantly up and down the coast from Wilmington, North Carolina, to Halifax, Nova Scotia, until December 1864. During this extended cruise, she captured the steamer CALYPSO off Wilmington on 11 June, and the schooner HATTIE on the same coast, 21 June 1863. In February 1864, she assisted in the destruction of the English steamers WILD, DAYRELL, EMILY, and FANNY and JENNIE. She was decommissioned at New York on 12 December 1864.

FLORIDA was again recommissioned, 26 February 1865, with Acting Volunteer Lieutenant William Budd in command. She put to sea on the 10th of March with stores for vessels along the Atlantic Coast. On the 22nd of March, she entered the New York Navy Yard for repairs, after which she sailed to the Gulf Coast; stopped at Mobile, Alabama; stood up the Mississippi River; and was off New Orleans, 24 April 1865, when the Confederate ram WEBB ran through the United States vessels lying there, and was chased ashore by USS RICHMOND. Prisoners

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HISTORY OF USS HURST (DE 250)

USS HURST (DE 250), an ocean escort vessel, is named in honor of Lieutenant Edwin W. Hurst, U. S. Navy.

Edwin William Hurst was born in Falls City, Nebraska, 16 October 1910, and was appointed Midshipman from South Dakota by Senator P. Norbeck on 2 August 1928. After graduation from the Naval Academy on 2 June 1932 he served in battleship TENNESSEE, and completed flying under instruction at the U. S. Naval Air Station, Pensacola, Florida. On 3 January 1936 he joined Fighter-Bomber Squadron 2B on board the carrier SARATOGA. His squadron was redesignated Bombing Squadron 3 on 14 June 1937 and he was detached on 7 July 1938 for postgraduate course, involving flying, at the U. S. Naval Academy and later at the Navy Yard, Washington, D. C., for duty involving flying under supervision of the postgraduate school. Detached on 19 May 1941, he reported for duty with Torpedo Squadron 2, on board the aircraft carrier LEXINGTON (CV 2).

Lieutenant Hurst was awarded the Distinguished Flying Cross for heroic conduct in aerial combat, as second division leader and pilot of Torpedo Squadron 2, when, on 10 March 1942, in the Gulf of Papua, he took off from LEXINGTON and flew 125 miles over the uncharted Owen Stanley mountain range and jungles to press home a successful torpedo attack in the face of heavy anti-aircraft fire, against enemy shipping and installations at Salamaua and Lee, New Guinea. He was also awarded the Navy Cross for extraordinary heroism and courageous conduct as the Executive Officer of Torpedo Squadron 2 of the LEXINGTON, in action against Japanese forces in the Coral Sea, 7-8 May 1942. With complete disregard for his own safety and expert conception of the task on hand, he attacked the Japanese carrier SHOHU on 7 May 1942, scoring hits which contributed to the sinking of that enemy carrier. The next day he pressed home an attack on the Japanese carrier SHOKAKU, contributing to the severe damage inflicted on that enemy carrier.

LEXINGTON was lost in the Battle of the Coral Sea, 8 May 1942. She initially survived a coordinated attack by enemy torpedo planes and bombers but was later shaken by heavy explosions when gasoline vapors ignited below decks. She became a raging inferno after her crew transferred to other ships. The destroyer PHELPS fired two torpedoes into her hull and that fighting carrier sank at 1956, 8 May 1942, at latitude 15°-20' South, longitude 155°-30' East. After the loss of his carrier, Lieutenant Hurst was based at New Zealand. He perished on 9 June 1942 when his plane crashed about two miles from the Royal New Zealand Air Force Base, Whenuapai, New Zealand.

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HISTORY OF USNS HENNEPIN (T-AK 187)

USNS HENNEPIN (T-AK 187), a cargo ship of the Military Sea Transportation Service, is named for Hennepin County, Minnesota. She was originally built for the Navy under contract awarded by the Maritime Administration to the Walter Butler Shipbuilders, Incorporated, Superior, Wisconsin. The ship was launched 27 June 1944, under the sponsorship of Mrs. F. P. Heffelfinger of Wayzata, Minnesota, and delivered to the Navy as USS HENNEPIN (AK 187) on 7 June 1945.

USS HENNEPIN (AK 187) was placed in commission at Galveston, Texas, on 3 July 1945, Lieutenant Commander Gavin L. Field, USNR, in command. She conducted shakedown training in local operating areas of the Gulf of Mexico while based at Galveston and departed that port on 22 July 1945 to load cargo at the Naval Supply Depot Annex of Gulfport, Mississippi. She shifted from Gulfport to the dock of the Todd Johnson Shipyard at New Orleans on 4 August 1945 and got underway two days later, bound by the way of the Panama Canal and Eniwetok Atoll in the Marshall Islands, for Cebu City, Cebu, Philippine Islands. She arrived at Cebu on 23 September to unload cargo and was assigned to Service Division 78, Service Squadron EIGHT, U. S. SEVENTH FLEET.

HENNEPIN arrived at Guiuan Roads, Samar, on 28 September to complete unloading and after a visit to Tacloban, Leyte, departed the latter port on 19 November 1945, bound for Australia. She received cargo at Melbourne (3-7 December); Sydney (9-11 December); Brisbane (13-17 December); then sailed by the way of Okinawa for Jinsen, Korea, where she arrived on 7 January 1946 with provisions for the Allied Occupation Forces. She cleared Jinsen on 25 January and moored at the Yokosuka Naval Base in Japan, 30 January 1946. She was decommissioned at Yokosuka on 16 February 1946 for transfer to the Department of the Army and her name was stricken from the Navy List on 5 June 1946.

HENNEPIN was operated by the Army for the Supreme Commander of Allied Forces in Japan until 1 July 1950 when she was reinstated on the Navy List. She was refitted for service at the Mitsubishi Shipyard of Kobe, Japan, assigned to the Military Sea Transportation Service, Western Pacific Area. This work was completed by April 1951 when USNS HENNEPIN (T-AK 187) commenced active service under the Military Sea Transportation Service. With a civil service crew of eleven officers and twenty-seven men, she was assigned to the Korean supply run throughout the Korean War in support of United Nations Forces in Korea. As of 1 July 1959, she has remained a unit of the Military Sea Transportation Service, operating in the Western Pacific Area.